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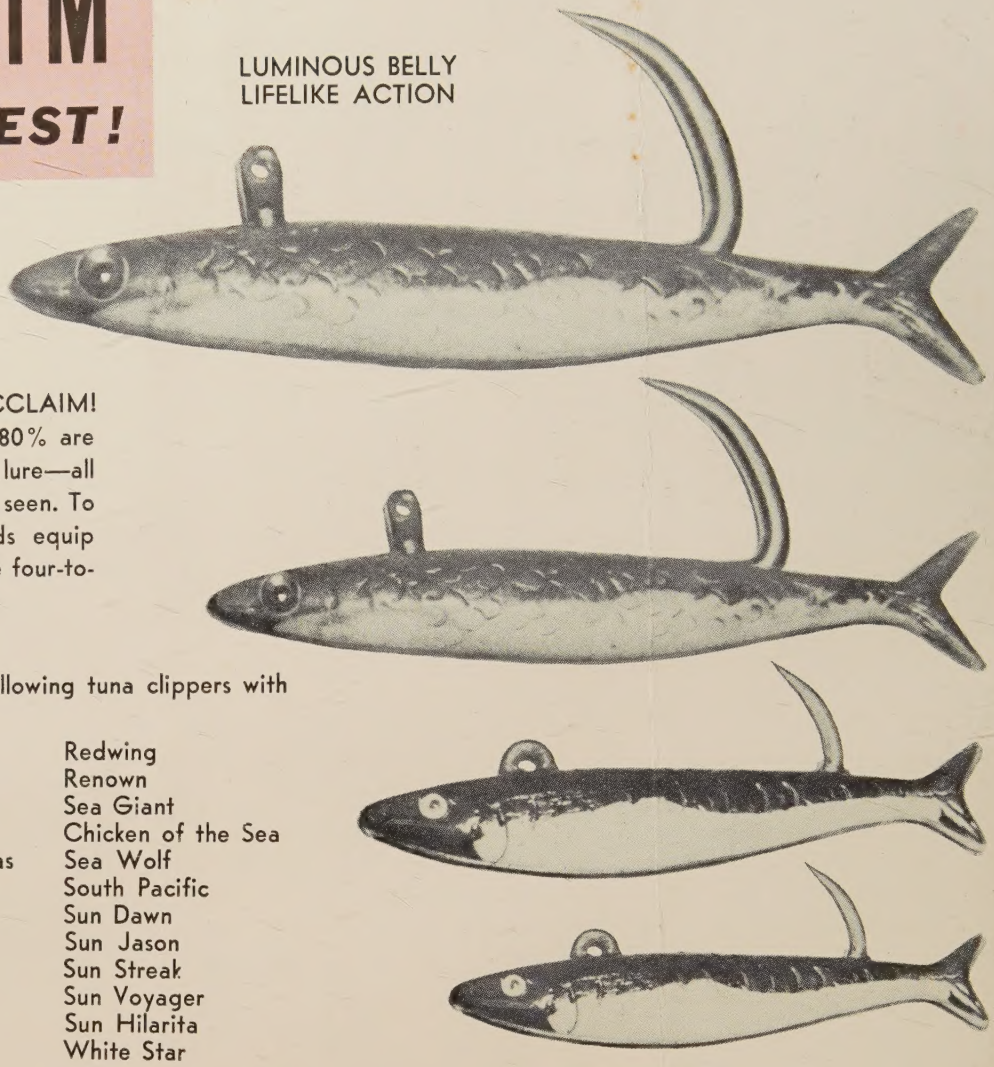

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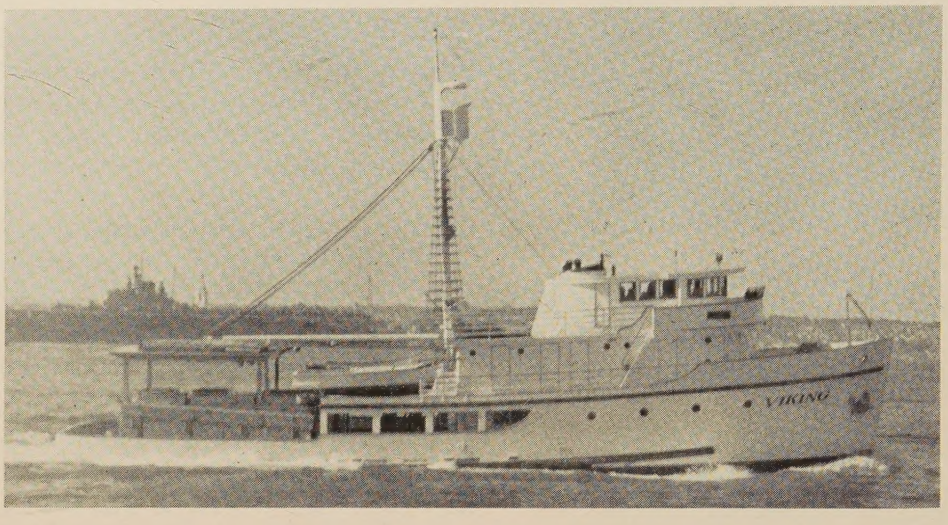

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NEWSmagazine of PAN-AMERICAN FISHERIES combined with the magazine TUNAfisherman

A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

President.....Cosimo A. Cutri
Editor-in-Chief.....John Springer
Executive Editor.....Seymour E. Francis

Volume 4 Number 2

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THE COVER

The *Courageous*, skippered by Lewis L. Livesley, and caught by *Pan-American Fisherman's* cameraman just before dark on the Saturday preceding the Point Loma, California, *Festa*, which was concluded Sunday, June 5. The *Courageous* was Honor Clipper for the festival, an annual Portuguese celebration.

IN THIS ISSUE:

DOROTHY Harvey, *Marine Press* Contributing Editor, has been a busy journalist this last month. First, she had her regular column, *Milady*, to think of; then she was assigned to do the *Silhouette*, which appears on Page 12 about the colorful bronc-buster turned inventor, Carl Marion Stockman. You'll undoubtedly like the article, as his friends, some of whom read it in rough draft, agree that it's a good picture of the man behind Fishong Lures, Incorporated, of National City, California. According to Miss Harvey, it was no cinch in getting him to take time for an interview. Stockman does much of the selling of his product personally, as well as his office work, and, unless she had been willing to take down his life's history in disjointed paragraphs, it apparently would have been no-go. At one stage of the game, she was forced to continue her interview between Stockman's sessions with a new saddle horse, which he recently bought. Upon another occasion, she was forced to pry him loose from fact and figure while he was sitting for a photograph. But, as the saying goes, all's well that ends well.

•

THE California Department of Natural Resources, Division of Fish and Game, Bureau of Marine Fisheries, last month issued a bulletin entitled *Tagging Experiments On The Pacific Mackerel (Pneumatophorus diego)*, which is about as interesting a story to come out of the fisheries business for many a year. Written by Donald H. Fry, Jr., and Phil M. Roedel, the article is couched in easy-to-read English, and is capably gotten up. The entire brochure is of about 12,000 words, and, naturally, it is too long for presentation in one single issue of *Pan-American Fisherman*. But, it also is of such interest and importance that, to brief it down, would be to lose much of its wallop. The editors of this magazine, therefore, have decided to run it in several installments; the first to appear in this issue, with each succeeding installment to appear in the months that follow. Obviously, the research, compilation of notes, and the actual writing of the article was a tremendous task, and appreciation herewith is extended to both the authors and to the State Fish and Game Commission. In the foreword, the authors give credit to a number of individuals and bureaus for aid received, and it may be well for this publication to repeat them. "The mackerel tagging program could not have been accomplished without the whole-hearted cooperation of the staff of the Bureau of Marine Fisheries, the Bureau of Patrol and the fishing industry at large." (So say the authors).

"We are especially grateful to Captains Lars J. Weseth and Walter Engelke, Bureau of Patrol, and to the crews of the *N. B. Scofield* and *Bluefin*, for it was aboard these vessels that all of the Lower California and much of the California work was done. The captains of several smaller patrol boats, particularly E. R. Hyde, Niles J. Millen, Howard Shebley and John Spicer, gave us every assistance whenever they were called upon. The Fisheries Research Board of Canada, through the courtesy of Dr. J. L. Hart, tagged the only mackerel released in the Pacific Northwest. To all those others who helped—marking fish, searching for tags, installing and maintaining cannery magnets, compiling and analyzing the data, or contributing time and effort in many other ways—go our thanks." *Pan-American Fisherman*, in appreciation for permission to reprint such an excellent and informative brochure, is happy to join the authors in this expression of gratitude.

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SOME time ago a popular national magazine devoted to business topics of the day reported that *SCAP*, the organization charged with the rehabilitation of Japan, has been a "failure." The article cited the $2,000,000,000 spent on Japan as proof that *SCAP* has squandered the tax monies of the American taxpayer in an unsatisfactory manner, according to the results obtained. There's another side of the picture on page 14.

Reduction Ruling: *It Looks Good, But It Won't Work*

Most of the corrective measures, as they are applied to fisheries matters by the State Fish and Game Commission in times past, have been sensible, well-formulated, and, overall, designed to better the condition of the commercial fisherman of California. The Commission is composed, in the main, of sincere, hard-working employes, some of whom have proven themselves, from time to time, extraordinarily gifted in the matter of good judgment and far-sightedness. These qualities, of course, have caused no little envy on the parts of similar offices in other States, and has resulted in setting up an outstanding record for the State of California, whenever such arcana is hauled into the light by the United States Department of Interior. But it is human to err, and that's what we believe has happened in the case of the Commission's decision to slash the state-wide reduction tonnage allotment from 100,000 to 50,000 tons of sardines. This action, which was thrust through at a Commission meeting in San Francisco late in May, has caused a wave of alarm to blanket the industry in general, and particularly in Monterey, which has a number of big combination plants. Allocation of the 50,000-ton limit, of course, will not take place until after the Commission meeting that recently took place, at Los Angeles, but it's small wonder that canners, who also are reductionists, are enveloped in a wave of pessimism. The decision, astonishingly enough, fails to take into consideration the spoiled fish that is docked from day to day, and which would have no market, if it interfered with the allotment that is to apply to the canning plants.

In other words, it is the machinery set up to deal with the allocation that is at fault, i. e., under the ruling, which is to be reviewed, 30 per cent of the allotment is to go to canneries, and 70 per cent to straight reduction plants. The decision obviously is unfair to canneries, as Thomas Noyce, manager, California Packing Corporation, has pointed out. Noyce estimates that, under the ruling, his plant could process only three "bum loads" of fish a season. "If we have to throw away a bad load of fish instead of reducing it, it's going to hurt our business. We certainly cannot can the bad loads." When these ramifications are boiled down, they show indisputably that the cannery allocation is so small that the canneries would be unable to exist by reduction business alone. The ruling, therefore, is a body blow to the canner-processor, and its purpose becomes quite obvious: to force more canners into putting fish in cans, instead of in sacks.

The theory, which basically is aimed at the conservation of food, at the expense of the fertilizer manufacturer, is perfectly reasonable, at least on paper. But it won't work out. For one thing, in bad years, the canners, faced with a weak market, often can throw their fish catches into reduction, thus meeting their taxes and other outlay. The Commission's ruling practically denies this alternative, as the tonnage allocation is too small to permit the canner-processor more than a precarious survival. Sal Ferrante, owner of Oxnard Cannery, Monterey, recently voiced a countermeasure, which seems to possess plenty of merit. He proposed that the Commission allocate the entire 50,000 tonnage to straight reduction plants. "If the season looks good, then they (the Commission) could allocate an additional 50,000 tons to canners on an even basis." The ruling, quite reasonably, does not apply to reduction of any fisheries by-products from normal cannery production, such as entrails and other offal. But, even so, the directive has missed fire, and, if it carries the wallop that appears on the surface, it should be reviewed, torn down, and reset in a manner that will eliminate its present dangerous possibilities.

Charles A. Glass: *A Welcome Addition*

The sudden death of E. M. Darrimon last month caused the entire Pacific Coast commercial fishing industry to vibrate with speculation upon a possible successor. Darrimon, one of the most widely-respected figures in the industry, founded the firm of E. M. Darrimon and Company, sales agents for several canning plants, and, in fact, he was interested in any number of other enterprises. His shoes, it was expected, would be hard to fill, and so it was with no little interest and approval on the part of industry leaders when it was announced that Charles A. Glass, Vice-President and Western Sales Manager for Monarch Finer Foods, had resigned to become President of Ocean Fisheries, Incorporated, and Vice-President of San Diego Packing Company. Earlier, it was announced that Glass had accepted the appointment of Vice-President and Director of the E. M. Darrimon and Company; apparently a worthy successor to the high-powered Darrimon had been found.

Glass, a man who climbed the commercial packing ladder by himself, started with the sprawling West Coast packing firm, Monarch Finer Foods, as a teen-ager. It was not too easy to give up his connection; almost his entire business life had been devoted to the concern. For many years, in fact, he traveled extensively as a salesman in the Southwest part of the United States for Monarch. His first big lift came when the firm sent him to Chicago to take over an executive position. In 1925, Glass came to Los Angeles, where he opened the first West Coast branch for the firm. His entry of the city co-incided with the arrival of a carload of pickles, which he had "brought along" to drive a wedge in the Los Angeles grocery market. The same day he arrived, he began selling the pickles, as the initial item in the market which he intended to crack for his firm. How well he suc-

(*Continued on page 17*)

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Bergen, Norway.—The exceedingly bad weather has had a serious effect on the cod fishing at the beginning of the 1949 season, according to a report from the American Consulate at Bergen. It is reported that the catch for the first three months of the season is about 12,000 tons under that for the same period last year and, according to the Directorate of Fisheries, the outlook for the remainder of the cod fishing year is not promising. It is anticipated that there will be fewer cod along the coast of Norway and efforts are being made to extend the fishing further afield, principally in the vicinity of Greenland. It has been decided to expend considerable funds on the purchase and equipping of additional trawlers and larger fishing boats. The increased use of trawlers has been opposed by many persons as being uneconomic and a danger to the schools of cod by the indiscriminate catching of all types and sizes thereby possibly depleting the supply. Experiments which have been conducted in the Lofoton District with a new type of drag net have so far shown promising results.

Since 1947, the Government has been marking fish and reports of the markings made in 1947 and 1948 are beginning to be received principally from the Lofoten district. It is hoped in this way to follow the movements of the fish and so increase future fishing possibilities. A number of expeditions have been sent out by the Research Department of the Bureau of Fisheries to investigate the fishing in the North Atlantic are and a research vessel has left to conduct investigations in the ocean between the Norwegian mainland and Spitsbergen and off West Greenland.

Bombay, India.—A five-year plan of the Government of India for the development of India's fisheries, based on modern methods employed in Europe and Japan, is now well under way, according to a report from the American General at Bombay. The development of fisheries forms an important weapon in fighting the country's food shortage problem. A target of 10,000 metric tons of fish every day has been set as against the present estimated catch of about 5,000 tons.

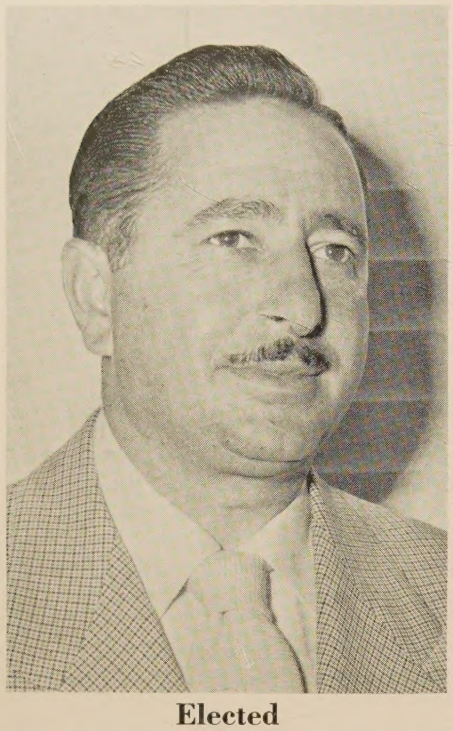
The Government's program envisages an exhaustive survey of India's 3,200 mile coastline, the establishment of pilot fishing stations and the encouragement of deep-sea fishing. This phase of the program, estimated to cost approximately $6,034,000, is scheduled to be completed in two years. Pilot stations will be established at Saurashtra, Bombay, Cochin, Mandapam (Madras), Vizagapatam, Chandbali and Calcutta. Each of these stations will be equipped with cold storage plants with a capacity of 400 metric tons, and modern trawlers and fishing vessels. Negotiations are in progress between the Government of India and the Japanese authorities for the purchase of fishing vessels for deep-sea operations. An "air blast" type fish freezing plant is stated to have been received from the United States recently. Arrangements will be made for transporting fish to the interior by refrigerator railway vans, motor trucks and even by air. Another feature of the program is the raising of fresh-water fish. The Government has started stocking fresh-water fish in some 340 ponds in the villages of Delhi Province and this program is being extended in all inland waters throughout India.

Tangier, Morocco.—Fishery Industries, 1947: Fishing is one of the important industries of Spanish Morocco, according to reports from the American Legation at Tangier. Fishing fleets are located at Larache, Arcila, Alcazarquivir, Rincon de Modik, Rio Martin, Puerto Capaz, Cuatro Torres Alcala, Villa Sanjurjo, and Villa Nador. Absence of any sort of refrigeration makes it impossible to sell fresh fish outside of the port cities.

There are 16 canneries in operation which pack sardines, bonito, and tuna for sale in Spain, the United States, and the countries of Western Europe. Most exports of canned fish to countries other than Spain are made via Tangier. The pack in 1947 totaled 1,928 metric tons valued at approximately $2,468,343. The canneries are located at Ceuta (7), Larache (3), Villa Sanjurjo (2), Melilla (3), and Castillojos (1). Operators of canneries are hampered by difficulty in obtaining import licenses for such essential items as tinplate. Canners in Ceuta have recently appointed an agent in Tangier to represent them directly to American importers.

London, England. — Purchases from the United Kingdom of sperm oil, sisal, and platinum for the United States national stockpile were announced by the Economic Cooperation Administration. These commodities were bought for 640,000 pounds sterling, taken from counterpar funds set up by the United Kingdom to match U. S. dollar grants under the European Recovery Program.

Ottawa, Canada.—Experiments in the canning of whale meat for human consumption have been carried out by a British Columbia firm to determine relative costs in handling and canning this product, according to reports. The Chief Supervisor of Fisheries, reporting on the experiments, points out that the meat considered most desirable for this purpose is that of the finback and humpback taken from the lower part of the back on two slices along the body. As to procesing, the meat is cut into one-inch cubes by hand on the cutting tables after which it is placed in wire trays and immersed in boiling water containing one and one-half to two percent soda ash for 20 minutes for purposes of neutralizing traces of ammonia and to impart a more desirable flavor. The diced meat is then placed in the cans. Eleven and one-half ounces of meat are used per can plus five and one-half ounces of highly flavored gravy. The type of can used is the ordinary one-pound talls used for canning salmon. A total of 500 cases was produced from these experiments.



Elected
Cosimo A. Cutri
(See story below)

NEW FACES AND CHANGES

Call of the Road:

He'd been a top-flight salesman for most of his life; the lure of the game had been too strong. Early last month, after having been approached by several large firms, Oscar deBeck, publisher of *Pan-American Fisherman* magazine and President and Chairman of the Board of Directors of Marine Press Association, resigned. Later, he accepted the post of general sales manager of a nationally-known novelty company, and, on June 14, black-browed Cosimo A. Cutri of San Diego, California, and a stockholder in Marine Press Association, stepped into deBeck's shoes.

For deBeck, the change represented a narrowing of business operation to a field that lacked the detail of his former position. For Cutri, however, the picture was different; it added, in fact, one more responsibility to a list of ventures which, during the past 13 years, had become as diversified as a bag of mixed candy. At 45, Cutri was President of San Diego's platinum Cutri Insurance Agency, Incorporated; part owner of a half-dozen tuna boats, an owner of a radio program; an organizer and interested party in the Border City's Columbus Day Golf Tournament, and a stockholder in a number of lesser businesses. His social and civic work was also time-killing; he was past president of Garibaldi Lodge, Order of Sons of Italy; Vice-Chairman, San Diego County Chapter, National Polio Foundation, and benefactor of a group of neighborhood charities. When a local radio station broadcast his appointment to the Marine Press post, his wife, the former Santina Cipriano of Erie, Pennsylvania, commented wryly:

"All he needs now is several five-and-dime stories, a service station or two, a couple of hardware stores and an automobile agency. This would leave him about an hour's sleep each night, and think of the money he could save on his meals." Her interpretation, his friends agreed, could have been little more appropos.

Cutri was born in Southern Italy in 1904, and came with his parents to Erie, in the Quaker State, when he was 10 years old. A born linguist, he had, by that time, picked up several Italian dialects, and, within several years, he had learned some Portuguese, and Spanish. While attending school, he worked at odd jobs with an Italian newspaper; an environment which, quite naturally, speeded up his gumption in the sciences of politics, sociology and economy. When he got out of High School, he went into the insurance business; a field that has been his prime directive since.

By 1935, he was married; had a family, and had become a leader among the Prudential Insurance Company's personnel in Erie, Oakland, California, San Jose, California, and points east. Then, by the end of that year, he had settled in San Diego; set up his own office, and had gone into the general insurance business, as special agent. (He still occupies the post of unit manager for John Hancock Life). In San Diego, of course, his capabilities involving languages gave his career added impetus. To begin with, he began assisting Italian and Portuguese fishermen in the matter of organization, such as partnerships, boat-selling and boat-buying, et cetera. Among the early boats which he either helped to build or buy, were the *Vigilante*, *Morning Star*, *Marie Louise*, *San Padre (formerly the Fatima)*, *Sun Queen*, *Sun Dawn*, *Southern Cross* and the *Bernard Pedro*. Currently, he owns an interest in five: The *Sun Dawn*, *Sun Queen*, *Sun Padre*, of which he is managing owner; *Bernard Pedro* and *Southern Cross*.

Cutri's career, as is the case of many hard-working businessmen, had been materially aided by a constitution like that of a steer, and a normal, happy family. On July 25, he will have been married for 24 years, and has three children; the eldest being Miss Josephine Cutri, 23, a worker in his agency. Cosimo L. Cutri, 21, comes next. Cutri *fils*, during the past two years has been playing what San Diego sports writers like to term "plenty of football," and Joseph G. Cutri, who barely has graduated from San Diego High School rounds out the list.

Stance and Personality:

Cutri weighs about 190 pounds, and, were he a citizen of Old England, he would, by virtue of his dress, have gained the sobriquet of "swell." He plays golf in such a haphazard manner that his steady San Diego partners such as Charles Landers, Louis De Falco, Lawrence Oliver, Joe Medina and Machado Medina, Harold Cary, James Potts and Kenneth Berglund, consider his game as bewildering as a yak in pajamas. "I don't have time to learn," is a favorite excuse.

New Appointment:

On June 17, three days after he took over his duties with Marine Press Association, Cutri announced the appointment of Donald C. Cartwright as Advertising and Promotions Director for the organization. Cartwright, who was born in Youngstown, Ohio, and came to San Diego in 1925, had had more than 16 years of experience. A graduate of San Diego High School, he broke into the business in 1929 on the old *Sun*

Appointed
Donald C. Cartwright
(See story this page)

newspaper, and the succeeding years were spent on both the San Diego *Union* and *Journal* newspapers. He also was an organizer of the North Park *Independent* newspaper, and the author of several popular texts dealing with the ethics of promotions and advertising. No other immediate changes in personnel would be made, Cutri decided.

RECORD

The Queen's Catch:

Last February, the much-talked of tuna clipper, *Scarlet Queen*, largest vessel of its kind afloat, slid out to sea under the command of Charles L. Kauf, mann, a San Diego, California, engineer. It was Kaufmann's first trip out as skipper of a tuna clipper, and, on July 2, the *Queen* returned with a capacity load of fish: Around 600 tons, some of the denizens weighing 300 pounds. The catch, of course, set a record. But the beauty of the situation was that the entire catch would go under the old dockside price $340 a ton. The *Queen* unloaded at French Sardine Company, Terminal Island.

STATE OF THE INDUSTRY

More Strife:

Some observers said Van Camp Sea Food Company should never have installed the machines. The machinery was designed to save labor, so it was said, and the Congress of Industrial Organization Cannery Workers Local 64, in San Diego, California, which negotiates for Van Camp, didn't like it—even a year ago when the machines were put into operation. Late last month, the dispute exploded into action; idled 418 women and 282 men employes, and literally stopped cold the company's day-by-day stint.

Lockout?

To charges by union members that Van Camp was trying to lock them out, Van Camp issued a statement that such was not the case; no employes had been fired, and that "production workers are called only when work is available for them." Mrs. Agnes Adams, the union's high-geared publicity chairman, however, thought differently about the matter. She charged that the trouble, which had popped up on the eve of the yearly contract negotiations between Van Camp and the union, was the outgrowth of an attempt on Van Camp's part to inaugurate a "union-busting" move. If so, she indicated, it was a move to force union employes to grab at the company's terms. The issue, she went on, had become pressing when the company, late in the month, laid off 150 workers, explaining that its controversial machinery had virtually taken their places. The union membership flared; voted unanimously for a showdown on the use of the units.

Delayed Action:

It was when the 1948 contract was negotiated, Mrs. Adams said, that the union accepted a 15 per cent wage boost, in a trade-off with the company in permitting it to install the machines. This year, she continued, the five packing machines were going great guns and the union had decided to ask an additional 25 cents an hour for hourly workers, and an equal compensation for piece workers. Van Camp lost no time in presenting its side of the embroglio.

"Poor Performance":

"For some time," Van Camp's official statement said, "it has been our observation that some of the union officials and some of the shop stewards, as well as a small number of employes, have progressively instigated a program which has resulted in a very poor performance. It has been the practice of the union when individuals have been disciplined for just cause, to sponsor work stoppages and slowdowns in an endeavor to enforce upon this company the theory that work could be performed in any manner that they might see fit. This situation has become so intolerable that we believed a conference with the workers' representatives was necessary in order to restore good relations and to clarify the situation.

"At a meeting with representatives of the workers of the Van Camp Sea Food Co., the company asked for a commitment from this delegation on behalf of the workers that our contract would be fulfilled and that the workers' representatives would discontinue their interference in management functions. We were informed that the committee could not make such a commitment and, as a result, the meeting was adjourned, but at the present time the plant is operating in many of its departments.

"The contention of the union that we have dismissed 150 employes is not justified. These employes have not been given any notice of dismissal; they are still employes of this company and as such are on the seniority lists. It is traditional in the fish canning industry that the production workers are called to work only when work is available for them. It is a normal function in the operation of this plant to schedule the working forces necessary to perform the day's work. The management of this company is willing to meet with the representatives of the workers at any time."

Still Hanging Fire:

Meantime, with more than 75 per cent of San Diego, California's, 200 tunaboats tied up in a dockside fish price dispute, the various meetings between canners and fishermen grew by leaps and bounds. The number was estimated to represent the largest number of fishing craft tied up in the Border City at any one time, with exception of at Christmas, and more than a half-dozen major confabs had taken place during the month. Prices offered by various canners ranged from one figure to another; Sun Harbor Packing Company of San Diego, held firm to its intention, which earlier had touched off the dispute, to reduce its dockside price for raw fish from $340 to $300 a ton. Van Camp Sea Food Company and Westgate Sea Products Company joined Sun Harbor. But Manuel Rosa, President of American Tunaboat Association, said the deal was no-go; canneries would have to meet the fishermens' demands for $310, and the dispute went into its second month. Authorities, however, saw the developments as some ground gained for the fishermen; Sun Harbor originally had exploded the squabble by lowering its price to $280 a ton. Waterfront opinion was that the fishermen would like to get it over with; there were an estimated 1,000 idle. There was a catch for the canners, too. If the fishermen agreed to accept $300 a ton for dockside yellowfin, they would also have to guarantee that price until December 31, with a six-months option on continuance. But the situation regarding this latter pitch looked doubtful; one cannery official said flatly, "canneries can't be forced to buy fish at one price for any period." Then, out of the blue, the lid blew off; boats streamed out to sea. The canners had offered a compromise price—$310 for yellowfin, and $290 for skipjack—and the fishermen accepted. The *Mauretania* was the first out, and the canners, according to Lester Balinger, fishermens' union sec-

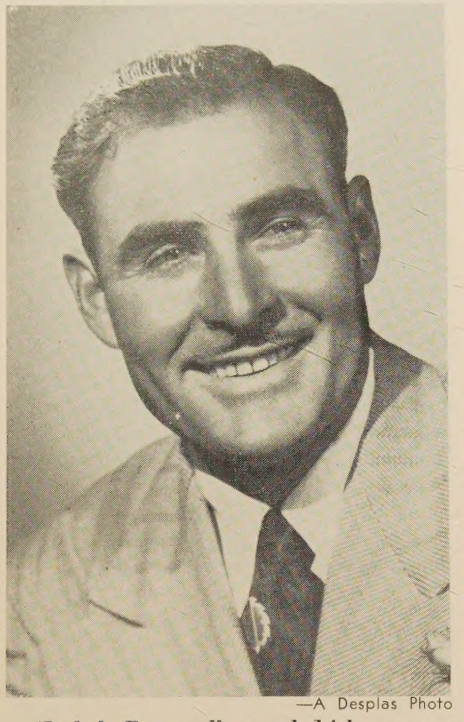
(*Continued on Page 24*)

Co-signer

Dr. W. M. Chapman, figurehead in U. S.-Costa Rican fisheries treaty.

Isabel's

Could She Ha



—A Desplas Photo

(Isabel, Portugal's regal 14th century Queen, and a canonized Catholic saint, was quite obviously an amazing person. All of her life she worked toward betterment of the poor, and for the permanent establishment of peace in her country, and in her time. She asked nothing for herself; what she desired above all else was peace and plenty for her people, and a devotion, on the part of her people, to the Holy Ghost. Here's a short story of her life, and of a little institution that she started at Alemquer in Portugal, which grew into an annual international event. The gentleman above is Joe Silva, the 1949 President of her Point Loma, California, Festa.)

By JOHN SPRINGER
Marine Press Staff Writer

MORE than 600 years ago, in 1323 to be precise, a tall, richly-gowned woman with enormous black eyes, and hair about the color of a crow's wing, stood on a hill which sloped toward the city of Alvalade in Portugal, and watched two rival armies gird themselves for battle. As the murderous clash of arms and the blare of battle trumpets reached her ears, the lovely eyes filled with a quick rush of tears; her lungs expelled a choking sob, and suddenly she turned and flung herself on a horse that stood nearby. As she approached the vanguard of the first army, she breathed a short prayer that she might be in time; that her pleas would be answered.

Isabel, Queen of Portugal, was riding to avert possible death and disaster to the two people whom she loved more than any others on earth.

They were her son, who commanded one of the armies, and her husband, who commanded the other. They were the Infante Alfonso, and King Dinis, who, following months of bitterness and misunderstanding, had decided to end their differences on the battlefields of the fierce and warlike Portuguese nation. In the back of Isabel's mind also, there was one more reason that caused her mad dash, at the risk of her own life. Her people were involved; Portuguese against Portuguese; her people whom she had come to love with a devotion which, one day, would make her a Saint of the Catholic church.

Her husband could not have been much pleased when she forced her brightly-caparisoned charger to his side. It is easy to imagine the cloud of anger which probably suffused his dark, hawk-like face at her appearance, and the scowl that may have distorted the pointed, heavy brows. How had she known? Who had told her of the impending hostilities? These questions, of course, she must have brushed aside to make way for an impassioned plea to bring about the peace she sought. At any rate she won out; soon the muscular form of her son could be seen detaching itself from the clot of horsemen on the opposite field, and, within a few hours time, she had carried out her mission. Neither son nor husband ever were to know how she had discovered their declarations of war; she did not venture the information; they did not, so her biographers tell us, ever ask. Was it a vision? Her life had been somewhat cloistered.

The following night, at any rate, Isabel told her family that she had had a visitation from the Holy Ghost, and that she had been instructed to erect a church in His honor, as a lasting memorial to peace and brotherly love. This, in due time, was built at the tiny city of Alemquer, and the event has had the effect of bringing into being one of the most lasting testimonials in the history of mankind: the Confraternity of the Holy Ghost, or, as the modern Portuguese has it, the Feast of the Holy Ghost.

FROM the first, when founding of the church was celebrated with the pageantry and color so loved by Portuguese people, the festival was recognized as belonging, primarily, to the commoners. Occasion of the feast, and the consecration thereof, was declared a national holiday, as the peasants would have been the principal losers in the fight, and, by the same token, the chief beneficiaries of peace. Their joy, then, and the deep feeling of humility which undoubtedly accompanied the consecration, must have been unbounded. Isabel, to whom the wretchedness and suffering of the poor and helpless had ever been a source of pain, was quick to take advantage of her husband's approval, and she made this first Feast of the Holy Ghost an event dedicated to unlimited charity.

For seven days preceding the festival, peasants of Alemquer were urged to attend the Feast, and there, from tables virtually sagging under the weight of meat and bread, they were pressed to help themselves. It was during this time, obviously, that Isabel was struck with the plan to make the occasion a permanent one; that, each year at Pentecost honor would be paid by the Portuguese nation to the Holy Ghost; honor to be coupled with a bountiful charity to the poverty-stricken. That wish, like the initial example thereof, has been carried out by the Portuguese people to this day. Wherever there is a man, woman or child of this nationality, one finds the memory of Isabel alive, and, through her memory, a singularly mystical devotion to the Third Member of the Trinity. The Feast, in fact, is the Portuguese's chief expression of love for his fellow man; the symbol of his hope of salvation; his Thanksgiving; his tribute to either his native or his adopted land. From the island of Pico in the Azores, to Livermore, California, and back to San Diego, the result, once each year, is the same: *Festa!*

Although modern Feasts fairly glow with ceremonial dress, and often cost fabulous sums for flowers, food, lighting effects and church decoration, the festivals have remained commendably free of commercialism, even after 600 years. This is due, in the main, to a rigid adherence on the part of Feast officers, both past and present, in the matter of the original premise: Charity and unselfishness. To the Portuguese,

Festa!

wisioned It's Consequences?

it is an occasion *belonging* to his open-hearted Saint and to his God; his dancing, feasting and parading are, purely and simply, as religious in content as his saying of the Rosary. It is a tribute to the Holy Ghost through devotion to the memory of a magnificent woman. It is an expression of joy in his religion, and probably it is carried out today just as Isabel planned it.

Portugal's great ruler came upon earth in 1271, in the city of Saragossa, Spain. Her mother was the granddaughter of history's high-powered intriguer and soldier, Emperor Frederick II. The mother's name was Constance, and Isabel's father was that arrogant, aristocratic warrior, Don Pedro, King of Aragon. The baby, who obviously was scheduled to be pampered and saturated with luxury and riches, was baptized Elizabeth, after Saint Elizabeth of Hungary, although she was known throughout her life by the Spanish and Portuguese interpretation, Isabel.

Quiet, sensitive and thoughtful, she took root in a soil which, at that time, had known little more than ceaseless warfare for 150 years. It was a century that still bore the mark of the vicious, fanatical Moor. Portugal and Spain, determined to rid their land of the infidel, had fought the Moorish hordes with a doggedness unsurpassed in history. The result for Portugal had been far happier than that of her neighbor, Spain. In 1139, Portugal had pulled away from her ally, and had been able to disgorge the Scourge of Mahomet within fifty years. Spain, however, was not so fortunate. It was to be more than 200 years before the last of pantalooned, turbaned marauders was driven off, and it was to be another Isabel who finished mopping up the Iberian Peninsula. She was Isabel, Queen of Castile and Leon.

Although Portugal, in the 13th and 14th centuries, had eliminated all immediate dangers of invasion, the country still reeked with violence, hunger, privation and pestilence. The people could well understand the truth in an old saying: "Where Mahomet's steed plants his hoof, men come up thin." Industry, other than that involved in weapon-manufacture, was at a standstill, and agriculture which had, of necessity, been forced to depend on development from part-time soldiers and part-time farmers, had bogged down almost completely. This, then, was the future confronting Isabel when, still a 'teen-aged girl, she became the wife of Dom Dinis.

WHAT can have been the thoughts of this carefully-nurtured young Queen, as she traveled from her home in Saragossa to Lisbond, where she was to rule side by side with her hot-headed husband? Would she be happy? Would the people receive her well? Certainly she must have comforted herself with the thought that, at last, she was to live in a land that was free of strife and blood-letting; a land that had purged itself of the infidel. Would her days be peaceful, or would she be plagued continually with the uproar of battle? Isabel, who, at that time, believed in peace with an uncompromising passion born of fire and the sword, probably besought her God, during the journey, as she had never petitioned Him before. But she was no coward. Although her life was to be spent in establishment of peace, she later came to see that war often provides a last recourse to the institution of such. Indeed, her chroniclers have it that, upon one occasion, with every other means of settlement exhausted, she even urged King Dinis to fight rather than bow to what she as was an intolerable imposition. The granddaughter of Jaime the Conqueror, famous for his military accomplishments, apparently could not, in present-day vernacular, be shoved around. She was, however, to live many years before her efforts bore fruit.

In addition to fighting the Moors, the Christian rulers of that century, in fact, battled one another. Assassins roamed the country and cities, landholders fought among themselves, and, when no immediate large-scale combat offered itself, clashes between small factions cropped up sporadically.

Isabel, as a matter of record, had barely arrived in Portugal when she was faced with a civil war. The brother of King Dinis, one Dom Alfonso, gathered an army and decided to take over the Crown. The ensuing developments represent a replica of proceedings which characterized the occasion of Isabel's husband-son embroglio. Dashing into the melee, she managed, with the aid of her beauty, vehemence and strength of will, to avert the disaster. Thus was her first triumph in the cause of peace

(*Continued on next page*)

Pageantry

Youthful marchers, dressed in their finest, approach St. Agnes church in San Diego, California, where divine services were held to mark opening of festival.

Pageantry

End of Confraternity of Holy Ghost parade in San Diego, California, Sunday, June 12

accomplished, and, from that day on, her capabilities as peacemaker were established. Her record is such, indeed, that upon only one occasion was she unable to thwart hostilities, and when one considers her successes in the quarrels between Portugal and Castile; between her husband their son; between her son and his half-brother,—when all of this is considered—, then it becomes easy to understand why all Portugal hailed her as the Queen of Peace. But the Catholic church saw in her much more than that.

Isabel was canonized by Pope Urban, VIII, on May 25, 1625, following an overwhelming evidence of her purity, spiritual grace and reported miracles. Moreover, as her history came alive in concrete form, the results of not only her peacemaking, but of her administrative ability, piled up in a startling manner. Many historians have showered praise on Dinis for the rehabilitation of war-torn Portugal during his reign, in which agriculture was policed, wastelands reclaimed, trees planted, and the University of Coimbra established. Soon after Isabel's death, however, the facts began to assert themselves. Today, she is given very nearly equal credit for the monumental job that put 14th century Portugal on its feet. The more devout of present-day Portuguese consider her great work, of course, a direct manifestation of the hand of God, and they point to the fact that every Saint has been declared worthy because of a supernatural endowment of special traits or gifts, in addition to sanctity.

CERTAINLY it goes without saying that Isabel, from early childhood, represented sanctity and chastity incarnate. As a child she, as no other member of her family, exercised a gentle influence on her battle-minded grandfather, and later, as a wife and mother, she was able to work this same influence on her husband and son. Coupled with her exhaustive efforts toward peace was her extreme humility, and, as with every saint, she exuded love of her fellow man through love of her God. To her, Christ the Crucified provided the unquestioned example; she was ever willing to suffer for humanity, and she understood, early in her life, that it was the common man who must bear the crosses of princes and kings. She made, as the result, his lot her own, and it is possible that this sacrifice, more than any other, caused Urban to canonize her. Yet her sainthood has its peculiarities. This is seen in Isabel's rather unusual devotion to the Holy Ghost, Catholicism's Third Person of the Adorable Trinity.

Like the bulk of Catholics, she worshipped Him equally with the Father and Son, and theologians, who recall the mission of the Holy Ghost, see her thinking as based on solid reasons. Christ, they point out, was humanity's elder Brother who founded peace between God and mankind by dying on a Roman cross at Golgotha. But that peace must be solidified. The Holy Ghost, therefore, was sent by the Father and Son as heaven's Ambassador to earth as the symbol of divine love, of a nature that involves love of mankind for God's sake. Hence Isabel's fervent devotion to her people, and her pleas that the Portuguese people should have recourse to Him, whose image is presented to moderns in the form of a dove. How well she has succeeded is emphasized by the spread of the first Feast in His Honor at Alemquer, and by its present world-wide practice.

This special observance of the Pentecost, within a few years of its inception, was adopted by all of Portugal, and its island colonies, Madeira and the Azores. Through the centuries, quite naturally, the celebrations have varied in the matter of ritual; there is, for one thing, no iron-clad date on which the Feast is held. For another, the outward appearances of the Feast are pretty much influenced by the industries operated in the colonies in question. In the great tuna center of San Diego, California, for instance, an Honor Clipper is chosen each year, while in the Portuguese colonies of say, Livermore or Fresno, California, this practice obviously would be impossible, as both cities lie inland, and, moreover, are farming centers.

The religious aspect of the celebrations, of course, has changed little since Isabel's troubled day. Upon each occasion in America the Confraternity chooses a President for the year, whose function it is to raise money and supervise plans for the Feast. The proceedings, while marked with social and patriotic arcana, are primarily directed toward the original premise: Charity for the poor and honor to the Holy Ghost. Often there will be thousands of people participating, and from these the President appoints individuals who are to play a stellar role in the festival. Ornaments and symbols, surprisingly enough, have remained much the same since the 14th century, and the decor involved in handling these symbols is rigidly enforced.

FOR example, in San Diego, California, the Portuguese people employ, in the ritual, a scepter and crown, with both exercising a wealth of significance for the celebrants. The crown, in fact, plays a dual role—that of representing the dominion of the Holy Ghost over the souls of men, and the queenly status of Isabel. Topping the scepter is the statue of a dove. This is symbolical of the Holy Spirit, and, for the seven prescribed weeks before the Pentecost, (symbol of the Holy Ghost's seven gifts) the crown is transported to the church and settled upon the altar. It is also the duty of the President to appoint a family in charge of the crown for each of these seven weeks. The crown is kept in the home of the family selected, and

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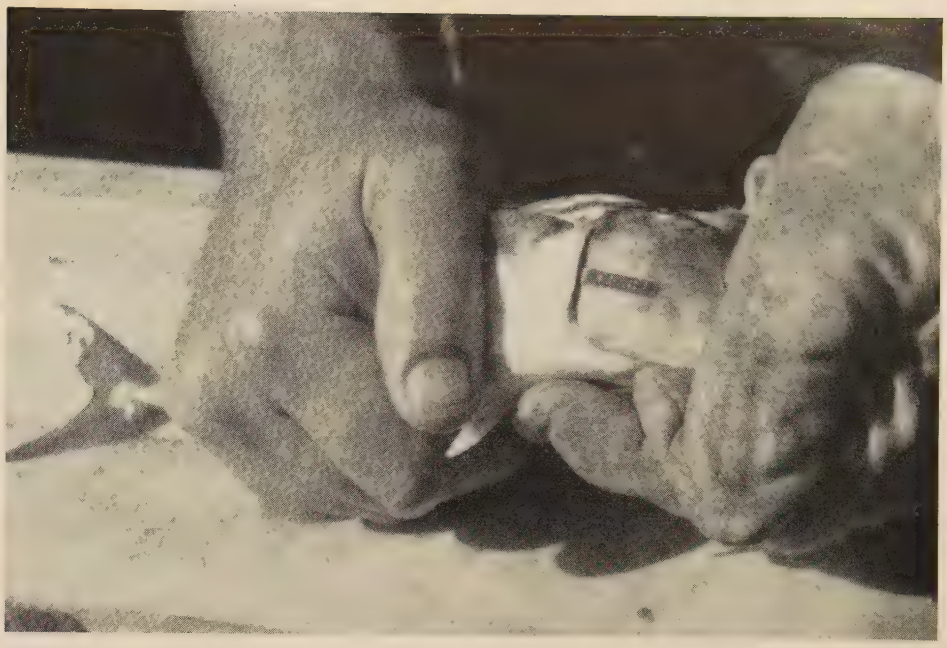

Procedure

Mackerel (left) is being marked with internal tags aboard the research vessel, *N. B. Scofield*. Tagger is making incision in body wall. Picture at right shows opercular mackerel tag in place.

Pacific Mackerel
TAGGING EXPERIMENTS

(John Q. Allen, in the May issue of Pan-American Fisherman, apparently stirred up no little curiosity, when in his column, Golden Gate, he told of the tagging of salmon in Bay Area waters. Since then, the magazine has been on the receiving end of some correspondence; the bulk of it asking for dope on the tagging of fish in general. Most of the letters expressed an interest specifically in the California Fish and Game program involving the tagging of mackerel. The editors of Pan -American feel that these requests can be ignored no longer, and, with this in mind, the story behind the CFG mackerel-tagging operations will appear in this, and following issues. The length of the article, which was written by Donald H. Fry, Jr., and Phil Roedel of CFG, prohibits, of course, its completion in a single issue. It will, therefore, be continued in the coming three months.)

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PRIOR to 1928, the Pacific mackerel fishery was of minor importance, the catch being almost wholly absorbed by the fresh fish trade. Since that year, a large scale canning industry has developed in Southern California with an almost unlimited demand for fish. The bulk of the catch is processed in the Los Angeles Harbor area though large tonnages are handled at Newport Beach, some thirty miles to the south. Small amounts are canned at San Diego and at Ensenada, Mexico, the southern limit of the fishery. In Central California, mackerel are sometimes landed mixed with sardines (*Sardinops caerulea*) caught by the San Francisco and Monterey purse seine fleets. The quantity taken is rarely sufficient to warrant segregation for canning, and the mixed loads are for the most part reduced as "sardines." As a result, there is no record of the actual tonnage of mackerel handled at these ports.

The Southern California fishery for the canneries was at first prosecuted largely by net boats, first the lampara and later the purse seine fleet accounting for most of the catch. Since 1939, the emphasis has shifted to a large fleet of small "scoop" boats. The crews of these vessels, usually two or three men, fish with ground bait and dip the mackerel with a long-handled brail. The total catch has fluctuated widely from year to year with little relation to economic demand. Monthly landings reach a peak in the fall and winter months; there is a period of scarcity, apparently associated with spawning, which usually occurs in the spring but sometimes extends from mid-winter to early summer. For the period covered by this report the season is regarded as commencing in June and closing the following March. Croker (1933, 1938) gives a detailed account of the fishery's development.

The biological range of the species far exceeds the commercial, extending from the Gulf of Alaska southward into the Gulf of California. Mackerel are known to be abundant along much of the Lower California coast and heavy spawning occurs in Mexican waters. The population is apparently limited north of Central California and does not support a fishery above Monterey Bay.

The mackerel fleet operating out of Los Angeles Harbor (including for this report the City of Long Beach as well as the San Pedro, Wilmington and Terminal Island districts which comprise Los Angeles Harbor proper) exploits a large portion of the waters off Southern California. The purse seine fleet for both mackerel and sardines ranges from near Pt. Conception in the north to the Oceanside region in the south, and offshore to the Channel Islands. The scoop fleet covers Santa Monica Bay, the mainland coast as far south as Newport Beach, and offshore around Santa Catalina Island. Virtually the entire catch landed at Newport Beach is made by scoop boats fishing along the mainland coast between Huntington Beach and

(*Continued on Page 23*)

SILHOUETTE

Carl M.

'Bron

(Carl Marion Stockman of San Diego, California, looks and acts more like a bronc-buster than an inventor. In fact, he's both, although sittin' ol' Paint is a pastime he hasn't had much to do with since he's been in California. If his invention, the Fishong lure, keeps selling as fast as it has in the past several months, however, he'll be able to buy an entire herd of Paints and give 'em back to the Indians.)

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By DOROTHY HARVEY
Marine Press Contributing Editor

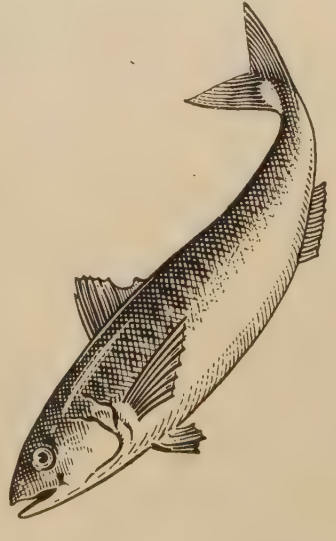
AS a rule, hothouse tourists are agreed that, when a citizen of States say, like Montana or Colorado, boasts that he lives in a place where Men Are Men And Women Wear Barbed-Wire Suspenders, he is merely, in effect, whooping up the virtues of being horse and cow-minded from the ground up. Especially is this true in the cowpoking brotherhood, which includes, of course, those gentlemen of the surcingle and saddle known as rodeo hands. It is considered so odd, in fact, when a member of this latter society deserts the corral for poppycock pastures that the occasion is certain to promote lengthy discussion and analysis of a nature not necessarily complimentary to the brother in question. These speculations usually range from opinions that the brother may have stooped to herding goats or stealing horses, with special emphasis placed on the hope that the brother can be rescued. In San Diego, California, such a man exists, and, by letters that he has received, and visits which he has been payed during the past ten years, it has become obvious that many of the West's branding iron bravos consider his conduct no less than traitorous. He is Carl Marion Stockman, a one-time cowboy, who, at 37, is part owner and manager of the firm, Fishong Lures, Incorporated, National City, California.

"I get a big pitch out of my old friends," he explains. "Many of them come out here every year, look me up, and the first thing they want to know is when I'm coming back to Colorado. They can't figure why anyone would want to live away from a ranch, but I notice they are never in too big a hurry to get out of this climate. Why I should make my living busting horses, however, is something I can't understand. They're welcome to it."

Stockman's summary, in the latter respect, is a philosophy very easily understood, and does not particularly represent generosity; at least when his present industrial set-up is looked over. His little factory, capable of turning out several thousand tuna lures a day, is hard put to keep up with the demand for his product, and, if the tempo keeps up, he is virtually certain to double his sales within the next three months. His success, of course, is indicative of a thousand others started with a pocketfull of change, and has, like others, come up in the backwash of hard work and the burning of midnight petroleum.

The story of Fishong Lures goes back to 1944, when Stockman was fishing from Captain Guy Silva's great white tuna clipper, *Emma R. S.* At that time, Stockman, who had come to San Diego to start a skating rink, had been fishing commercially for about eight years. One night, while ruminating on the absence of fish, and disgustedly turning over in his mind various schemes to trap the scamps, he got an idea for a lure. During the next few days it took shape, and he approached Silva with his plans. He could, he assured the veteran fisherman, manufacture a lure that would be the best yet. He would build a plastic lure, and it would be green, sardine-size, with a white underbelly. It would also be hinged fore and aft in the body, to give it a swimming motion.

Silva turned over the thought for a day or so, and then gave Stockman some substantial encouragement. "I'll try it, in any event," he told Stockman, who then went ashore to set up shop. A short time later, his equipment installed in his home at National City, he tried out the first of the lures from Silva's craft. The results, to say the least, were disappointing; the lure's body motion was not all that was desired.



Ashore again, he went about improving the lure's body construction, and, several months later, he stepped aboard the *Galapagos*, at that time owned by Ed Pierre of San Diego. Results this time, happily enough, were a bit different. Fish went for it like manna from heaven, however, the lure proved too weak. Meantime, Harold E. Peterson, one of Southern California's most successful commercial fishermen, became interested, and the two decided to form a partnership. The story of that union is the story, actually, of the Fishong Lures, which has become an innovation in commercial fishing circles, wherever it is known.

Primarily, the partners decided, the lure should function in substitute of the weighted, feathered, barbless hook, known to the trade as a "squid." Its main purpose, if fulfilled, would dispense with the use of live bait for the catching of tuna, and tuna-like fishes. The new Stockman-Peterson lure, which was perfected about a year ago, has two toggle joints, simulating the movement of live bait, and is weighted to permit the caught fish release from the hook automatically, as it hits the deck of a boat.

"We made the lure to look precisely like live bait now used, which means sardines, herring, anchovies, and other species," Stockman explains.

"It has been my experience that, with the squid as bait, the fish cease to bite after three or four tons are caught. Apparently the fish realize that the squid is not a live fish, which necessitates changing the squid to a live bait hook. This change consumes some time, and fishing with live bait is slow, owing to the necessity of constantly re-baiting the hook. With our lure, fish continue to bite, because they look like live bait. Our trials have shown that, on an average, about eighteen tons can be caught, before the fish cease to bite." Among other advantages the partners claim for their lure, is the saving in chum.

"The method of fishing with squid

tockman

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now used, often amounts to as much as 3,200 pounds a day. Of course, when the fish are 'hot,' only as much as one-third of that amount may be used. With the Fishong lure, about one-third of that figure must be utilized. It is obvious that more fish will be caught out of each school, on account of the greater amount of fish that can be caught in a given time with this device," he contends.

THE present squid, Stockman holds, lacks durability, and he cites, to prove his point, the fact that often it is necessary to squander as many as twenty-five squids in a day. This, he asserts, is owing to the deterioration and the tearing of feathers, which necessitates renewing feathers, an added cost which the Fishong lure would dispense with.

"In San Diego alone, it is estimated that there are three hundred tuna clippers, from 150 to 500 tons capacity. In addition, there are a few thousand or more smaller boats in the business. Using a 300-ton clipper as representative, such a vessel will use about two or three hundred squids an average trip. Such a vessel will make from five to eight trips a year, making an average of 1,000 to 2,400 squids a calendar year. Squids sell for approximately $1.50 for the large sizes, ranging downward to 40 cents for the small sizes.

"These squids, when delivered, are not complete, it being necessary to ornament them with a small tuft of feathers, which are bound to the hook with dolphin skin, or other suitable material. This process, of course, is costly, as it consumes a considerable portion of the crew's time. Additionally, the feathers must be purchased at $16.00 a pound, whereas our lure is complete when delivered. During the albacore season, which runs from two to three months a year, the squid demand increases at least fifty per cent. It is obvious that what is needed is a thoroughly durable lure, and we think this is what we have."

Another of the lure's more desirable features, Stockman claims, is that, after the fish is hooked, the lure's toggle joints lock, thus holding the device rigid until the hook is thrown out of the fish's mouth, as it arrives on deck. This, he goes on, speeds things up, which is of obvious importance when a boat is sitting in the middle of a big school.

"Speed and precision," he says, "are the marks of good fishing, *and* fishermen. Good equipment means as much to the fisherman as a good, strong surcingle means to a Brahma bull rider." Stockman's comparison could be taken quite seriously; certainly he should know something of the vicious, humpbacked, buckers which make up an integral part of any first-class rodeo. He was riding them at 14 years old, and, at 18, while working as a free-lance rodeo rider in the summer and breaking horses in the winter, he covered very nearly every part of Montana and Colorado. He still carries an ugly scar on his chest, the parting gift of a huge bull which, after dumping him in the arena of a small Colorado town, ran him down and dug in its right horn. He remembers that instance, however, as the least of his troubles in the horse and cow business; he has, in fact, several ribs, which took the brunt of falls from sunfishing broncs, that hurt at times to this day.

Stockman, who, at 12, was helping his father make a living by hopping milk routes, was born in Pueblo, Colorado, December 8, 1912, to Orlando K. and Addie Stockman. He was one of five children, all of whom are living in California. His mother died in the influenza epidemic of 1918, and his father, who was a switchman for the Rio Grande railroad in Colorado for 32 years before his death in 1940, raised the family. Stockman's boyhood, he recalls, was mostly taken up by practices such as currying horses on neighboring ranches, learning to ride, completing Junior High School and playing fireman at Northern Avenue, Station No. 1, in Pueblo, where his uncle, Ford Stockman, was Fire Chief.

It was during this time, of course, that he got the rodeo bug, and soon he began bringing in some money prizes. This fund he managed to supplement by breaking to saddle the Colorado and Montana broomtails, and, in 1925, in the mood for a vacation, he came to California, wandered around a bit and decided to drop anchor in San Diego. How he was to make a living by breaking horses in Southern California's

Stockman
Traitorous?

svelte city, however, was another thing. But he knew how to roller skate; in fact, it was one of his hobbies, and, in the several years that followed he managed or owned several skating rinks in the Border City. Then, in 1937, came the turning point in his business life, and what perhaps may be credited with the whatever success he may have in the future, so far as commercial fishing is concerned. His three brothers and a brother-in-law, all of whom were commercial fishermen by that time, talked him into the business, and his willingness to work, coupled by a native intelligence and a healthy, wiry physique, soon got him a reputation as one of the best fishermen in Southern California.

ON January 28, 1939, he married Hazel Irene Murphy in Yuma, Arizona. Mrs. Stockman, a petite, black-haired former stenographic secretary, was born in Medicine Bow, Wyoming, August 1, 1916, and the couple at present has three children: Two girls and a boy, who attend school, according to Stockman, without too much enthusiasm. Fishong Lures, Incorporated, maintains its office in Stockman's home, a white stucco affair, California style. Charles A. Gilbert of San Diego is sales manager of the organization, and Roy Harvey of Newport Beach, California, is manufacturer of the products. Harvey maintains a working staff of eight persons, but the number is being added to almost weekly.

Stockman personally resembles a cowpoke much more than an inventor. Dark, and trained down to 152 pounds, he stands five-feet, ten-inches, has blue

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SCAP:

Is It Success or Failure?

(*Pan-American Fisherman* magazine, in the past, has been more than a little critical of *SCAP* in the matter of its handling of the Japanese fisheries question. Some of this, perhaps, has been justified; some of it possibly a bit too trenchant. In line with the publication's policy of printing both sides of any question, however, the editors have arranged to print this facet of the picture. It was written by Donald P. Loker of French Sardine Company, Terminal Island, California, and the material is based upon Mr. Loker's recent trip to Japan. The editors deeply appreciate his kindness in composing the article.)

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AMERICAN newspapers, periodicals, and trade association publications have given *SCAP* much attention of late; much of it of a highly critical nature. They point out, and, in some instances reasonably so, that the economic reforms have been questionable; that the American taxpayer has been nipped for $2,000,000,000, and that this same taxpayer is faced with even more years of pouring money into Japan. This, they contend, makes up a future not too bright, as the successes of the political and social reforms, which most of them agree are firmly established, will not be felt to the advantage of the American people for many years to come. But the situation, at least from a fisheries standpoint, has been handled in an unquestionably capable manner.

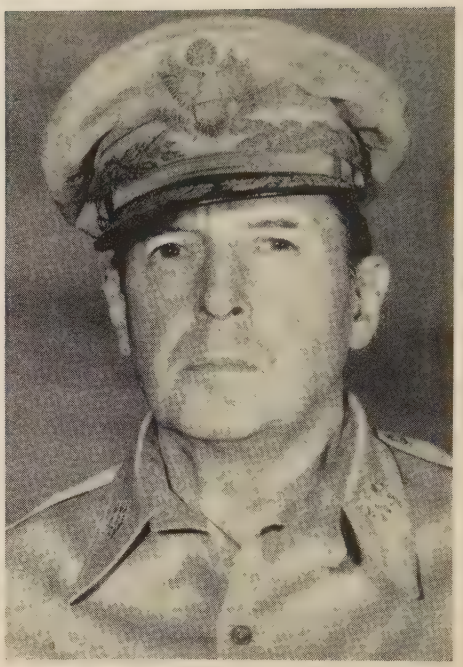
The pure and simple fact is, the Japanese are living in a broken, ruined country, and *SCAP's* 5,093 employes are hard put to devise means of getting the feed bag back on their heads.

This problem is brought home in a conclusive manner, upon close association with the facts and figures. At the present time the food shortage is so wide-spread in Japan proper that the majority of Japanese fishermen are hard put to meet the demands of their own people. Naturally, they are bending every effort toward increasing their catches, in order to obtain a greater protein food supply, and, of course, with a need thus pressing, it is reasonable to assume that, upon occasion, violations of their fishing restrictions are going to crop up.

Obviously, certain Japanese groups and organizations are interested in high seas fishing for tuna and tuna-like species. The American market, in regard to tuna, is a juicy one, and not likely to be overlooked by any country which enjoys a commercial fishing industry so wide-spread as that of Japan. To further these activities, these groups have been, of late, engaged in a large-scale construction of heavier vessels, but the ramifications involved have been, in most cases, grossly exaggerated. Upon investigation, the movement boils down to the fact that there is little immediate danger to American fishermen, from a competitive standpoint, as the current *SCAP* limitations prohibit such.

Unquestionably, *SCAP* is doing an excellent job in Japan, and, of all the fine work done by various sections and divisions, the Fisheries Division of the Natural Resources Section probably stands up with the best. Colonel Schenck, William Herrington, Claude Adams and other members seem to have an exceptionally clear and proper understanding of the Japanese problem, as it could affect the fishing industry in the United States.

Moreover, they are being guided, in their administrative duties, by past records of the Japanese fishing industry, and are more than pointed in their opinions. In other words, they are perfectly aware that Japan must not be permitted to reinstate its ruthless disregard for the rates and interest of other countries in the fishing industry, which, for many years, characterized the conduct of the industrial and military despots which seized control over the economy of Japan. *SCAP*, then, appears fully cognizant of the fact that any attempt to restore Japanese ocean fisheries must take into consideration not only international law, but international ethics as well. Even further, the Fisheries Division has, more than once, expressed itself as unwilling to consider any extension of the MacArthur Line, until the Japanese have established, at least, the confidence of other nations as to their ability to properly interpret rules and regulations of not only Japan, but of all other countries as well.



Mahatma of Japan
Gen. Douglas MacArthur

The Japanese people themselves are singularly impressive as a hard-working, generous race, and they are gratifyingly receptive to the democratization which *SCAP* is feeding them. This training, like every experience of an educational nature, has its thorns. Let's consider, for a moment, what the Japanese fisherman is up against, at the present time. Their fishing, of course, is limited to the confines of the MacArthur Line. This deprives them of the rich fishing grounds south of the twenty-fifth parallel of latitude, which takes away the tuna grounds of the mandates, now called the Trust Territories; deprives them of albacore grounds far to the East; denies them of fishing in the Sea of Okhotsk, and the rich salmon fisheries of all the Kuril Islands, which they developed. More, they are barred from a great part of the Sea of Japan; from their former bottom fishing grounds in the Yellow Sea, and most of the East China Sea.

This is not to be construed as a brief for Japan and its fishing industry; it is merely an attempt to throw a fair light on what certainly appears as no bed of roses, for either *SCAP* or the Japanese commercial fisherman. At some future date the MacArthur Line probably will be extended, and probably should be extended. But that possibly will occur when the Japanese fisherman has been educated to ethics, and, more forcibly, to the realization that the United States will not tolerate the practice of subsidization, or "dumping," to the extent that it affects the fisheries markets of the world, and more particularly, those in America.

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OPERATION

The Miller Report:

California Is Still Plugging At the Sardine Enigma

(The expanded California sardine investigation apparently is off to a substantial start. Here is a report compiled by the participating agencies by Robert C. Miller of San Francisco. Miller is Chairman of the Technical Committee of the Marine Research Committee, and the report includes some pretty potent information on what's being done to ferret out the little silversides.)

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THE recent sudden decline in sardine landings on the Pacific Coast, amounting to a major disaster to one of the world's greatest fishing industries, has clearly demonstrated the need for an expanded program of research into the biology of the sardine; the effects on it of variations in fishing intensity, and in the marine climate itself, in which the sardines live. Recognizing this need, the State of California has appropriated increased funds for an expanded research program that is being actively prosecuted at present by four research organizations whose work is coordinated by the Marine Research Committee: The Scripps Institution of Oceanography of the University of California, the California Division of Fish and Game, the United States Fish and Wildlife Service, and the California Academy of Sciences.

Three vessels are being employed in the Marine Life Research Program of The Scripps Institution of Oceanography. The first of these, the *M.V. Crest*, is a wooden-hulled, twin screw, geared diesel-driven motor vessel, 136 feet long with 24.6-foot beam. The second, the *M. V. Horizon*, is a steel-hulled, diesel-driven ship with a length of 143 feet and a 33-foot beam. The third, the *M. V. Paolina*, is a single-masted, diesel-powered purse-seiner, 80.3 feet long with a beam of 22 feet. Each of these vessels is equipped with special winches, stainless steel cables, and other gear necessary for oceanographic surveys; completely equipped chemical, hydrographic and biological laboratories; and accommodations for crew and scientific staff on extensive off-shore cruises.

The program of observations for which these vessels have been, and will be, employed, includes 122 hydrographic stations per month during eight months of the year, and an estimated 80 stations per month during the remainder of the year. For each of these stations it is planned to prepare temperature-depth, salinity-depth, and temperature-salinity diagrams; and to list meteorological data all at determined geographical positions. The 122 stations will be distributed over an area of 670,000 square miles. For this area diagrams showing temperature, salinity, oxygen, dynamic height, and density will be prepared for the surface and various depth levels.

Once a set of observational data is complete, correlation of the various aspects will begin. Each of the divisions in the Marine Life Research Program at Scripps will point out which of the particular physical factors are significant in the work of that division. At the present time, there seems to be no question that temperature, salinity, pressure, light intensity, current directions, and current speed are important. The investigations at sea and ashore will engage the activities of 21 academic and more than 62 non-academic personnel.

The members of the academic staff have devoted considerable time to the development of new and more efficient oceanographic gear. Among the more significant items of equipment being developed is the high speed plankton net which will lead to much more efficient sampling of the egg and larvae population. It will be used with a newly developed depth flow-meter recording the quantity of water filtered, and the depth of operation.

Other equipment recently developed, or in process of development at Scripps for use in the extended research program, includes a shallow water repeating camera for fish school identification; a floating fish larval trap for securing sardine larvae at early stages; an instrument for measuring the rapidity with which light penetrating sea water is scattered by particles present in the water; a maximum-depth meter

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On the Job

Charting a course which they hope eventually will solve the puzzle of the sardine are Dr. Carl Tendick, Chief of Fisheries Marketing Service (left), Dr. Carl L. Hubbs, Scripps Institute of Oceanology, and O. B. Sette, Director of Oceanic Research, U. S. Fish and Wildlife Service.

Fairbanks, Morse:

AN OLD FIRM GOES IN FOR NEW SURROUNDINGS

(Fairbanks, Morse & Company is an old firm and an honored one. The pressure of business recently caused the concern to do a bit of branching out in Los Angeles. Here's a little dope on the proceedings, as well as some on what makes the company tick).

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RECENTLY, Fairbanks, Morse & Co. acquired the site at the corner of Soto and 46th Streets, and have now erected on this site an attractive and modern office and warehouse building, which it occupied this last month. The offices are modern to the last detail, and the warehouse is complete with the very latest equipment for handling heavy machinery.

This company's connection with the industrial activities of the City of Los Angeles dates back over fifty years. Its first sales office was located on North Los Angeles Street; later it moved offices and warehouse to 423 East Third Street. In this location, it remained for over twenty-five years, being active in the sale of oil well supplies in addition to their own manufactured products. Its business continued to grow with the result that it found it necessary to confine sales activities entirely to the products of its own factories, and to seek more spacious quarters. This resulted in a move of offices and warehouse to 2401 Santa Fe Avenue. It remained in this location about fifteen years, when again it was found necessary to seek more adequate quarters. It was then that it was decided to acquire a building, and the new Soto Street offices and warehouse were soon a reality.

John A. Cuneo, who has been associated with Fairbanks, Morse & Co. for over twenty years, took over the management of the Los Angeles branch early in 1947. He had served the company with distinction in various capacities in Chicago, St. Louis, New York City, Havana, Cuba, Mexico City, Mexico, and other points; and brings to Los Angeles an experience that assures Fairbanks-Morse will continue to be one of the leaders among Southern California industrial concerns. The organization has already been signally honored both in 1947 and 1948 by being presented by the executives of the Company with a Silver Plaque for occupying second place among the Company's branches from the standpoint of sales achievement.

From a small business which began to build scales in an obscure Vermont village in 1830 with less than a dozen employees, Fairbanks, Morse & Co. has grown with the nation until today it operates nine manufacturing plants in as many communities, turning out a diversified line of products essential to industry and commerce, employing thousands of men and women. It has thirty-eight main and sub-branches in the principal cities of this country, including the Canadian Fairbanks-Morse Company, Ltd., with its thirteen branches.

This corporate network with its service facilities and stock of parts links the company with customers in every part of the world, and assures efficient service for users of Fairbanks-Morse products everywhere. Fairbanks-Morse plants are located in Pomona, California; Three Rivers, Michigan; East Moline and Freeport, Illinois; Clinton, Iowa; St. Louis, Missouri; Stuttgart, Arkansas; St. Johnsbury, Vermont; and Beloit, Wisconsin. Of these, the Beloit plant is the largest, both in area and number of employees.

Company headquarters and sales offices are maintained in Chicago, where there is the finest heavy machinery display room in the world. Generally speaking, the sales business of Fairbanks, Morse & Co. is divided into ten divisions: Dealer Line, Diesel, Electrical, Construction, Oil Field, Pump, Railroad, Scale, Magneto and Automatic Coal Burners. The Fairbanks-Morse line of Dealer Equipment includes Shallow and Deep Well Pumps with kindred equipment, windmills, gasoline and oil engines, generating sets, etc.

F-M Diesel Engines come in three general types: stationary, marine and mobile, the latter being used for dredges, excavators, etc. Sizes range from 5 H.P. to 3500 H.P. Their uses are many and varied, wherever dependable power is a factor. Of great importance is the O-P Diesel of the opposed-piston type, which was built in large quantities for the propulsion of naval vessels during World War II, and since then adapted for peace-time applications including locomotive service, both freight and passenger.

The Fairbanks-Morse line of Electrical machinery is complete. From the generation of electric power to its conversion to mechanical energy, there are generators and motors to meet every practical requirement. Motor sizes, for instance, range from ½ H.P. to 10,000 H.P. in a dozen types and for uncounted purposes. When it comes to pumps, Fairbanks-Morse makes them all — in all types and sizes and for all purposes. Whenever a pump is needed, Fairbanks-Morse has one to do the job. Four of the company factories manufacture pumps. The scale division has scales for every purpose—about seventy different types. The wide range of types results from over a century of specializing in this field.

ADVANCED design, modern manufacturing methods and facilities, skilled workmanship and materials of the highest grade obtainable all contribute to the success which has attended Fairbanks-Morse installations in all

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EDITORIAL

(*Continued from page 4*)

ceeded need not be repeated; a glance at the telephone books of various cities, under the "m's", will tell the story.

Glass was one of the senior partners in the business when it was sold to Nathan Cummings, and his Consolidated Grocers' Corporation in 1946. Most of his fish interests find their center in the canning and marketing of tuna and sardines. In his connection with San Diego Packing Company, in particular, he should be right at home. This firm, of course, is one of the West Coast's newest and finest tuna canneries. E. M. Darrimon and Company, as is generally known, is a world-wide marketing organization, acting as agent for California Marine Curing and Packing Company at Terminal Island, California, as well as for San Diego Packing Company, and other fish canning plants. We are happy to join others actively engaged in commercial fishing in wishing Mr. Glass every success.

FESTA!

(*Continued from page* 10)

the Rosary is recited every night by its members, and their friends. When the crown is brought to the church, another family is selected, and so on through the interim before the Feast. The President, on the Sunday preceding the Pentecost, takes the crown, and the Rosary is submitted in his home for the seven nights remaining.

The Feasts, at least in the larger communities, are masterpieces of color, planning and impression. Several months before the event a young girl is chosen by the President to represent Isabel, and on the Sunday of the ceremony the "Queen" and her attendants take stance in fanlike form, and move slowly toward the church. The Queen carries the crown which, upon reaching the church, she places on the altar. The girls are dressed in white; the material ranging from rich silks to satins, and the procession immediately following often numbers thousands. The marchers affect the insignias of their religious, social or patriotic orders, and music is supplied by special bands. Nearing the church, the procession is greeted by the clergy, who have been designated to say Mass for the occasion. Entering the church with measured tread, the Queen carries the crown to sanctuary, where a priest takes it and settles it on the high altar. There it rests until conclusion of the Mass, and, following the Last Gospel, the

(*Continued on next page*)

San Diego Observer

By SEYMOUR FRANCIS

CALIFORNIA'S seaports probably are among the most colorful places one can find anywhere in the world, and, by this time, I should have got around to expecting anything. But we live and learn; in fact, if a man spent the next five hundred years patrolling San Diego's busy *embarcadero*, he possibly could pick up a new experience each day of each century. I wasn't too surprised, therefore, when I ran into a gentleman by name of Roger Kinek late in the month, who, in my opinion, takes first prize for the biggest fib ever told by fisherman *or* landsman. Kinek, a 38-year-old Jack-of-All-Trades from Seattle, Washington, was making a vacation tour of the California coast cities when I bumped into him, a happenstance that occurred at the Westgate Seafood Products dock here. Our conversation, which primarily involved tuna operations, finally got around to the war, and he then told me this fish story. At the close of his tale, I must have given him a look which shrieked "phony," for he laughed and said, "Hell, I don't care whether you believe it or not. If you use it in your column, you can even brand me a liar. I won't be offended, because it has long been my contention that the average American is an unimaginative as a guoy duck."

He was, so his story goes, a sailor aboard a *Liberty* ship during the closing days of the war, and, somewhere in the vicinity of Tahiti, his ship was torpedoed by a Japanese "monkey submarine." He floated away from the sinking vessel on a huge wooden door that, somehow, had broken loose from a storeroom. With his head near the bursting point from a blow received in the melee, he determined to lash his body to the makeshift raft before he lost consciousness. This he did, utilizing a short piece of rope, which was tied to the doorknob, and, several hours later, he came to lying on a sandy beach, still tied to the raft. After his strength had returned sufficiently, he disengaged himself and crawled up on the beach to sleep. Several days later, he discovered that he was the sole human being on the island, an affair that proved, upon investigation, to be about a mile in circumference. There was plenty of wild berries and other fruit on the island, and there he lived for four months, finally resigning himself to the thought that he would never get back to civilization. It was pretty discouraging.

One day, however, he heard a commotion beyond the first curve of the island's shore. Hurrying to the spot, he saw a small whale weakly flipping its tail about in shallow water. The beast's agony was caused by a gaping hole in its side, which apparently had been caused by a depth bomb. For weeks he nursed the animal, and, when it got stronger, it left the spot. Several days later, however, it returned and after that its visits occurred about twice a week. Kinek said he eventually got to the point where he would swim out to the animal, clamber upon its back, and there lie in the sun for hours, thinking of ways to get off the island. One day, he said, the thought struck him to have the whale take him off. But how? The animal obviously had formed an affection for him, but would it be intelligent enough to take direction? He decided to work out a plan.

FIRST, he burned the center from an old log that was lying on the beach. Then, with the doorknob plate from his raft, he began the painstaking job of hollowing it out. When the "canoe" was finished, he gathered a quantity of tough vines from the neighboring trees, and, after several unsuccessful attempts, he managed to wind them around the beast's flippers in a manner that still would allow it free movement. At first, he said, the whale seemed undecided as to what he desired, and then, out of the blue, it got into motion and moved toward the open sea. All night it continued its steady swimming motion, with Kinek sitting in the canoe behind it. About noon the next day, its old wound reopened, and it began los-

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Golden Gate

By JOHN Q. ALLEN

A FRIEND of mine has just returned from Monterey, California, to his home here in San Francisco, and he tells me that things down that way really are humming. Apparently the recent British purchases of sardines, which amounted to somewhere in the neighborhood of 250,000 cases, for a total of around $1,350,000, is producing the same result as had the money rained from the heavens. Funds for the purchases, of course, were provided by the British Food Ministry, through our own Economic Cooperation, and Monterey's Cannery Row is looking forward to even more luck. A similar ECA credit will be made available for canned fish purchases beginning July 1 to September 30, although brokers have expressed the opinion that the heavy British buying of sardine came about because of the high price of salmon. The next quarterly buying spree probably will involve canned salmon, as the price on this species has dropped considerably in the past month.

Meanwhile, speculations as to what effect this godsend overall would have on Monterey's industry are flying thick and fast. Some commercial fishing figures see the result of this "cleaning" of Monterey sardine stocks as the forerunner of a business-union war. Canneries down there are plunging into accelerated production to meet the British orders by the first of September, and it is obvious that the fishermen are going after a share of the dividends. One opinion is that the fishermen will boost the price of sardines during the coming season, and several canners see this as dangerous. They cite, as an example, the situation peculiar to the last war, when sardines were literally priced off the shelves. On the other hand, the fishermen say that their broadside costs have decreased so little that the change is barely noteworthy. Fishing materials, netting, equipment, fuel and insurance rates still are very high, and they point out, reasonably enough, that they cannot go fishing when the price they currently are getting won't pay costs of operation. Negotiations, of course, are to be touched off around July 1, with both sides hoping to get off in a cloud of smoke by August 1.

Here in San Francisco, the Monterey activity, which was exploded by the British purchases, has produced something of a furor, too. One huge vessel, carrying the newly-labeled "pilchard," has left for the United Kingdom. Most of the merchandise was taken from warehouse stocks of the Monterey canners, and, up until the time of the vessel's departure, trucks arrived with full loads daily, which were dumped on the dock and later placed aboard the ship. These stocks were the ones which, last month, were swept up in one huge buying wave by the British import-export firms, Balfour Guthrie and Anderson Miskin, through their agents.

CANNERS up this way, naturally enough, are wondering how and when they will be able to cut in for a slice of Monterey's good luck. If salmon should drop to a price considered reasonable enough to the price-conscious Britishers, their pocketbooks would be warmed somewhat, to be sure, although it would be the gentlemen from the Pacific Northwest who would be, in the main, in the driver's seat. In any event, if any one branch of the commercial fishing field is to be consoled, certainly it would be the tuna people. It looks, on the surface, like the British will pass up any buying in this field with a brand of speed that would make a jet plane look silly. This food, while one of the most nutritious and wholesome in the entire category of edibles, just isn't to be thought of by British pocketbooks, apparently. But then what's one man's meat is another's poison, as the saying goes, and the British buys have gone a long way toward putting new life into West Coast fishing in general.

FESTA!

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Queen, with her attendants, kneel on the predella. The crown, after the blessing, is placed upon the Queen's head and the priest offers the hymn "Veni, Creator Spiritus," which is repeated by the choir. The President and the Queen's attendants, at this juncture, are blessed, after which the ceremonies of the church are concluded.

Dismissed, the procession takes place once more, and escorts the Queen to a hall, where a rich banquet has been laid out. Food is carried to the poor, and those members unable to attend, and the feasting begins, only to give way, with the approach of evening, to dancing. Thus is the wish of Saint Isabel carried out by the Portuguese each year.

San Diego saw two such pageants this season. The first, which occurred June 5, at the beautiful UPSES Hall at Point Loma, California, was attended by thousands, as was the second, which took place at Italian Hall in San Diego proper. In the former case, Captain Joe Silva was President, and his ship, *Glory of the Seas*, was Honor Clipper. The *Courageous*, skippered by Lewis L. Livesley, was substituted, however, as the *Glory of the Seas* was not, as yet, unloaded. The *Courageous* glowed with thousands of lights, and hundreds of dollars worth of expensive, imported fireworks were exploded from her deck to mark the Feast. The Queen was Lorraine Silva, daughter of Mr. and Mrs. Manuel Silva of San Diego; Harold Silva, Jr., was "little king," and his sister, Diane Silva, was "princess."

THE celebration in San Diego was carried out much in the same manner. Like the Point Loma festival the celebrants were so numerous that many could find no room to dance. Most of the tuna fleet was in port, and virtually every descendant of Old Portugal was on hand, dressed in his finest clothing, and, apparently, at peace with the world. President of this event was D. L. Oliver of San Diego; the Queen was Geraldine Oliver, and the "little queen" was Mary Ann Oliver, daughter of Mr. and Mrs. Walter Oliver, and granddaughter of the President. Both events, it is safe to say, would have brought satisfaction to their magnificent inceptor, whose credo was "Crux et Spinae Domini mei, sceptrum et corona mei." (The Cross and the thorns of my Lord are my scepter and my crown). For public approval, she wore, during her reign, a crown of gold. But Isabel's true crown, to the end of her days, was made of thorns.

FAIRBANKS-MORSE

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parts of the world. In Fairbanks-Morse factories, highly specialized engineers are given every aid and facility for research, and skilled craftsmen are provided with the most modern tools for precision manufacturing. That, briefly, is the story of Fairbanks, Morse & Co. up to the present time. The story of what the future will be is being written in their Research Department, on the drawing boards, in the machine shops, in the foundries, on the erecting floors —and in the minds and hearts of the thousands of Fairbanks-Morse employees today, tomorrow, and in the days to come.

The present enviable position of the Company is not the result of chance; it has been achieved through long-range vision, sound business judgment, scientific and technical ability of the first order, organization, integrity and unquestioned responsibility.

SCAP

(*Continued from Page 14*)

When that extension comes, it should be established in a manner to prohibit any future troubles. Various suggestions regarding restrictions have been considered, and, unquestionably, the future extension will provide against any eventuality that might arise. Establishment of quotas, however, as far as the tuna industry in the United States is concerned, should be aimed at all countries, rather than at any one country. Any other course would be discriminatory, and probably would not be allowed by the State Department. It also would be obviously unfair to Japan, from a point of ethics; for that country is, in fact, virtually hoisting herself by her bootstraps, in the face of great difficulties, to what she believes will be a proper and honorable position in the sorority of nations.

There is, of course, no avoiding the fact that Japan's tuna pack is specifically for export, as the Japanese cannot afford to eat such an expensive item. There has been possibly 150,000 to 160,000 cases put up by the Japanese this year, and, in three or four years, this may jump to 300,000 or 400,000 cases. Japan's canneries, however, are small and illy-equipped, and the workers operate the packing more or less by hand. The danger to the United States tuna market from Japanese tuna packing appears, then, of no immediate importance. And it would seem, on the surface, that *SCAP* is determined and able to guide Japan's fisheries industry in an entirely equitable and honest manner.

Milady

By DOROTHY HARVEY

IT always does me good to discover women making a hit in some occupation or profession which, not too many years ago, was considered the exclusive property of men. It was nice, therefore, to have had a chat with Mrs. Thelma Gresham, who currently is a full-dress partner in the accounting firm of Miller-Gresham, Broadway Pier Building, San Diego, California. Mrs. Gresham, ("Suzy" to her friends), started from scratch with her partner, Mr. Horace Miller, seven years ago, and much credit for the success of her firm, which today handles the business of some truly big-time fishermen, must go to her.

Mrs. Gresham has been a professional woman most of her life, and, if she gets her way, the years to come will see more women being recognized as man's professional and commercial equal. Her early training, as is the case of so many successful women politicians, technicians and artists, was taken in the newspaper field. She was manager, in fact, of the *Sun* of Texas City, Texas, for five years, before moving into her present bracket. It was while she was connected with that publication that she first developed her interest in furthering the professional status of the distaffers, and it was during this period, too, that she first became interested in that hard-hitting women's organization, Pilot Club International. As President of the Texas City Pilots, organized in 1940, she made some creditable strides, and, on April 28th of this year, she organized, with the assistance of Mrs. Rose Dunjill, what now is known as the San Diego Pilot Club. It might be well to explain here just what the Pilots amount to.

PILOT Club International is one of five international classified civic and service organizations for professional and business women. Its counterpart is found in organizations such as Rotary, Kiwanis, Lions, and it is nonpartisan and nonsectarian. The club is a member of such groups as Council of Women's International Service Clubs, which is comprised of International Association of Altrusa Clubs. Inc.. Quota Club International, Inc., Federation of Soroptomist Clubs, and Zonta International. The first Pilot Club was set up in Macon, Georgia, October 18, 1921, with forty members as a starter. The name "Pilot" was selected because it means "Leader and Guide." Its functioning embraces both local and international elements. From an international standpoint, it works toward the establishment of a permanent peace and cultural relations; from the local, to further the ethics of professional and business women, and to back up movements designed to better civic conditions, and humanity in general. Projects such as aids to health, youth, old people, libraries, dental promotion, beautification programs are supported, and clinics ranging from cancer to mental hygiene are held. Children are sent to camps; equipment raised for hospitals, furnishings and entertainment are donated to sanitariums; recreational aids are bought and distributed. The Club, as could be expected, is rather exclusive. This, however, is in the main quite necessary, considering its bracket. In other words, only two women who are thoroughly representative in each classification; that is, those who are actively identified with business or professional interests, and holding executive positions, are eligible for any one branch of the Club.

IN organizing the San Diego Pilots, of course, Mrs. Gresham has been fortunate in gaining the support and aid of seevral women of excellent professional status. One is fishing tycoon Manuel Rosa's strikingly beautiful daughter, Mary, who holds a PHd in medicine. Miss Rosa is Corresponding Secretary of the San Diego Chapter, Chairman International Relations Committee; a member of the Extension Committee, and the Project and Program Committees. Another is Helen Van Hooser, Office Manager of Cutri Insurance Agency, San Diego. She is also a member of the By-Laws Committee. Others are Pearl White,

(*Continued on Page 25*)

Terminal Tidings

By JERRY LEE PECHT

NOW that formal ceremonies marking the award to Los Angeles Harbor of foreign Trade Zone Number 4 are over it might behoove us to speculate a bit on what this can mean to Southern California shipping. Granting of the Zone, of course, came after plenty of exhaustive effort by various interested businessmen and officials, and, when the news that the Zone was "in" came through to Los Angeles Mayor Fletcher Bowron from Charles Sawyer, Secretary of Commerce and Chairman of the Foreign Trades Zone Board, Washington, D. C., there were sighs of relief galore. It is little wonder that Bowron felt "gratified" that the FTZB granted this added facility to Los Angeles' $100,000,000 harbor, as it will accelerate, in more than a substantial manner, Southern California's foreign trade relations, especially with Europe, Central and South America, Asia and other Pacific Basin countries.

THE Zone could be described as a foreign territory within the United States, which is an isolated, enclosed and guarded area. Immediate steps, according to Bowron, will be taken to have the Zone in actual operation as soon as contracts can be entered into for installation of protective devices required, and a tariff prepared and adopted to govern operations. Naturally, the new facility is designed primarily for the handling and storage of imported, dutiable merchandise and materials with a minimum of custom formalities. It should be of incalculable benefit to importers, especially in the Los Angeles area. Imports, as a matter of fact, totaled at Los Angeles harbor $150,000,000 during 1948, and the Zone in operation should materially increase the value and variety of essential materials from world markets needed by industry. Any merchandise which may legally be brought into the United States, including both dutiable and undutiable imports and quota goods, may be brought into a Foreign Trade Zone, according to C. S. Sampson, President of the Los Angeles Board of Harbor Commissioners. Manufacturing or exhibiting, of course, is prohibited.

FACILITIES, explains Sampson, are available for loading and discharging ships and for storing goods and for reshipping them by land and water. It is an area within which goods may be stored and manipulated without payment of duties, posting of customs bonds, and with minimum of intervention of United States customs officials. Foreign dutiable goods may be imported into the United States from a foreign trade zone by themselves or in a mixture with domestic goods on compliance with customs regulations, payment of duty. Products from abroad in a foreign trade zone may be stored indefinitely, assembled, rehandled, refurbished, assorted, labeled and re-labeled, re-classified, processed, repackaged, manipulated, graded, cleaned, sorted, reconditioned.

It is expected that the average shipment to be handled in the zone will be 20 tons, according to Sampson. "In the first three years of operation, ground area will be 5.24 acres, with a water area of 1.17 acres, to be increased by the fourth year to a total area of 8.62 acres," Sampson says. A free zone survey, dated October 15, 1947, compiled by Charles T. Leeds and Gerald C. Fitzgerald, Los Angeles consulting engineers, was based on replies to questionnaires sent to 2022 importers, exporters, bankers, manufacturers, merchandisers, steamship operators, warehousemen, customs brokers and trade associations. In addition to the questionnaire replies, the engineers conducted 130 personal interviews as a result of which it is conservatively estimated a total of 482,220 tons of cargo will pass through the zone in from three to five years. Of primary importance to Southern California is the fact the establishment of the foreign trade zone will result in the diversion of considerable commerce to this port from New York, New Orleans and San Francisco, where free zones already are in operation.

CAPITAL investment for the zone will be $209,679 the first year: $257,209 in the third year; $445,072 in the fifth year, and $538,973 by the end of the eighth

(*Continued on page 25*)

MILLER REPORT:

(*Continued from Page 15*)

suitable for insertion into living organisms to determine maximum depth to which they go; and sono-buoys for listening to, and recording types of sound produced by schools of fish.

ADDITIONAL equipment newly devised includes underwater photoflash bulbs; a special device for gauging the transparency of the surface layer of the sea by night or day; autopipettes for rapid measurement of laboratory chemicals at sea; a sub-surface filter; an inclinometer to measure the angle of towed wire and thus the depth of the nets or other equipment being towed; an instrument for rapid study of the small, drifting organisms in the sea (plankton), that are the basic food of sardines and other marine organisms; and fast-acting shipboard filters. The work of equipment development and improvement is continuing. Somebody has stated that the whole progress of science has been a matter of the invention of new and better instruments. The Scripps Institution is giving much time and effort to inventing such instruments.

Research and development of analytical methods in chemistry has also been a part of this program. Improvements in accuracy of oxygen and phosphate determination have been made and an automatic potentiometric titration method for determination of the salinity of the water has been developed, which has the accuracy of slower, conventional methods and permits simultaneous analysis of several samples without constant attention from the operator. Early results from anlysis of ocean currents, temperature, salinity, and other hydrographic data from cruises I and II, made in March and April of this year, indicate physical changes of considerable magnitude which take place both with change of position and change of time. These changes have never been adequately described in the past, in the manner which will be possible with the new Marine Life Research data.

The type, distribution and ecology of the principal planktonic animals utilized by sardines for food are being studied and a beginning has been made on the examination of plankton samples collected during the first cruises this year. From these preliminary studies it is expected that the new, finer-meshed high-speed plankton nets will yield adequate information on the micorplankton, an abundance of which must be essential during the critical larval stages of the sardine. The average diatom (minute plant life), population of the upper 70 meters in the area covered

by the cruises has already been computed.

Studies have been made of the young stages of fishes closely related to the Pacific sardine. These fishes, in general, have larvae which are superficially very similar in appearance, and it is important that these not be confused with each other, and particularly with the sardine, in examining the plankton samples. It is now possible to distinguish the young of the Pacific sardine, herring, threadherring, and roundherring. Material on hand representing the young stages of several anchovy species is also being studied, and the results of their identification will be reported on shortly.

THE U. S. Fish and Wildlife Service has entered into cooperative agreements with the California Marine Research Committee, and The Scripps Institution of Oceanography. Under the terms of the agreement with the Marine Research Committee, the Service will provide a vessel, the *Black Douglas*, for use on four cruises in 1949. The Committee has provided funds for equipment purchase and installation and for operating costs. It has also made it possible to employ sub-professional personnel for work ashore on the material collected at sea. Under the terms of the other agreement, Scripps has provided laboratory facilities at Point Loma, California, and some personnel and funds. The Service has also furnished personnel and additional funds.

The *Black Douglas* is a steel-hulled, ex-three-masted schooner, 133 feet long with a 32-foot beam and is powered by a 600 HP Enterprise engine. She is basically well suited for oceanographic work and is being equipped with additional laboratory space for special research directed toward determining (1), the extent and time of sardine spawning, (2), the total number of eggs spawned annually, (3), the rates of survival of young fish resulting therefrom, and, (4), the effect on survival rates of varying marine climates. Information on item (2) will also lead to estimates of the numbers of mature fish.

The desirability of obtaining further information on the seaward extension of spawning was a prime consideration in laying out the station pattern being followed in the present investigation. The station lines extend approximately 400 miles to sea at about right angles to the coast. Most of the equipment purchased with Marine Research Committee funds for use on the *Black Douglas* has now been received and will be in use at sea late in May or early in June. Plankton collections from the first two survey cruises are being studied in the laboratory at Point Loma. Four laboratory assistants and one typist clerk

(*Continued on next page*)

Scientist

Satisfactory results from present sardine explorations now underway by authority of State and industry will mean plenty of long hours to technicians such as Dr. Francis Clarke, Supervisor, California State Fisheries Laboratory.

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are now being employed for this work. Although funds allocated provide for seven assistants and one typist clerk, it is expected that a much larger staff may be needed to keep up with the rate of collection of additional material.

Data on sardine spawning collected on the first cruise of this program have been analyzed. Spawning appears to have been widespread off the San Diego-Cedros Island area but in moderate amounts only. Analysis of data from the second cruise is proceeding, with attention being paid to the spawning of species which compete with the sardine for food and living space. Results of this and later analysis will be announced at a future date. Meanwhile, the *M.V. N. B. Scofield* made two cruises and was at sea on the third at the end of April, 1949. On these trips she collected routine meterological data and physical, chemical, and biological oceanographic data as a contribution to the expanding sardine research program.

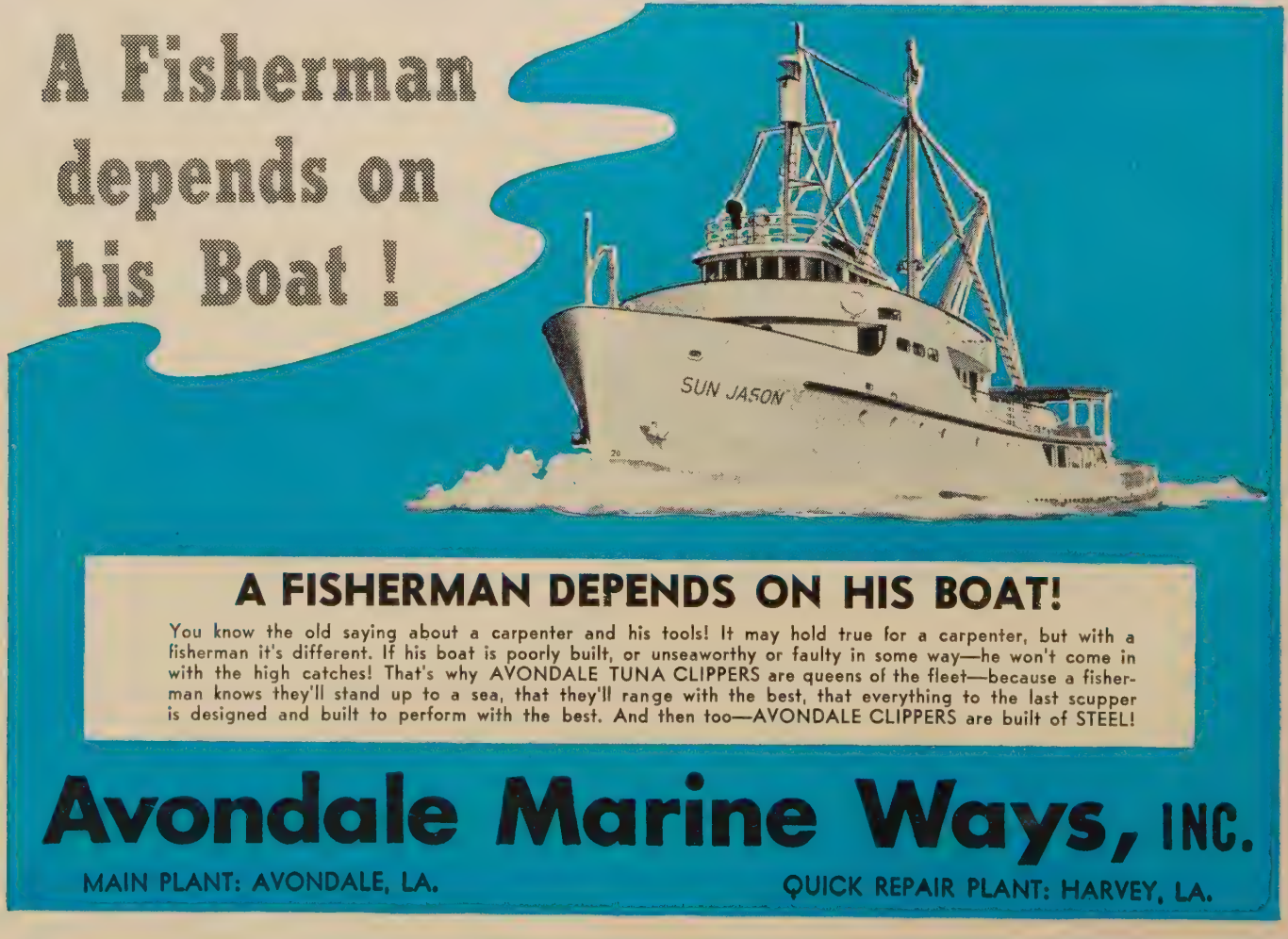
The long term biological studies applied to the 1948-49 sardine season showed that 87 per cent of the Monterey catch came from the 1947 year class, and 83 per cent of the southern California catch from the 1946 and 1945 classes. Less than 10 per cent of the sardines in the entire California catch were more than four years old. The average length of the Monterey fish was 8.2 inches, the smallest average ever recorded for any port. That at San Pedro was 9.3 inches, similar to the averages of the past ten years in this area. Records of young sardines taken in the southern California bait fishery indicate that the 1946 and 1947 year classes are more abundant than any since 1939. This explains in part the

improved fishing in 1948-49, especially at Monterey.

A method of maintaining sardines under aquarium conditions was developed at the Steinhart Aquarium as part of the program of investigations on sardine behavior and physiology conducted by the California Academy of Sciences. Preliminary observations on behavior under these conditions were made. Selective feeding rather than "seining" was noted and a preference for living organisms (copepods), as food.

Failure of the sardines to join the school when they were blindfolded with lamp black suspended in petrolatum jelly indicated the importance of vision to schooling behavior. Schooling proclivity was not observed to be reduced in sardines isolated for three months. A method of measuring aggregation tendency was applied to the sardine and a program of testing the influence of various environmental factors on this tendency was begun. An increase in depth of water from 2″ to 4″ was found to increase the tendency to aggregate.

Early results of aggregation measurements made at temperatures of from 10.5° C to 13.5° C seem to indicate an increase in this behavior over that shown at temperatures of from 16.5° C to 17.5° C. The relationship of temperature to the increased density of sardine schools formerly observed in northern waters is suggested. Investigations into the effects on aggregation of further changes in temperature as well as variations in pH, salinity, light, and sound of high and low frequencies are being conducted.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Mackerel Tagging

(*Continued from page 11*)

San Onofre and at Santa Catalina Island. At times this fleet will work south to Oceanside. Fishing at San Diego is carried on within twenty-five miles of port and is generally of minor significance.

Up to 1948, there was no regular mackerel fishery in Central California. Until about 1941, a small hook-and-line fleet operated in Monterey Bay, supplying the fresh fish markets. The sardine fleet, which takes mackerel incidentally, operates between Pt. Reyes (30 miles northwest of San Francisco) and Pt. Buchon, about 100 miles south of Monterey. The San Francisco fleet fishes north of Pt. Reyes to Monterey Bay.

With the tremendous increase in the commercial importance of mackerel, the California Division of Fish and Game instituted a research program designed to provide sufficient knowledge of the species to permit its proper management. Of basic importance was an understanding of the movements of the fish —whether the Southern California fishery was exploiting one or more of several independent populations existing throughout the range or whether and to what degree fish from other areas contributed to the local catch. The tagging program was devised originally in 1935 with this question in mind. It later seemed possible that tag returns might be used in studies of abundance and an intensified program was pursued in 1940 and 1941. With the outbreak of war, field work was greatly curtailed, though a few fish were tagged in the winter of 1942-43. Tags were collected through the 1946-47 season.

Three progress reports have been issued (Fry 1937b, 1941; Fry and Roedel 1939). These papers give more detailed information as to fishing methods and tagging techniques than is contained in the present publication, which does summarize the more pertinent data.

Speed of tagging varied with weather conditions and working space on the boat. Experienced men in a team of four frequently marked 100 fish in 20 to 25 minutes under favorable circumstances. Work in the field was greatly facilitated by preparing record sheets and arranging the tags in consecutive order before each trip. The tags were inserted in boards drilled to hold lots of 100; 20 to 30 boards in turn were fitted into carrying cases which also contained a compartment for tagging equipment.

A suitable tagging technique was developed only after much trial and error in the field. Good results were usually obtained when the fish were not crowded or frightened while in the bait tank, when handling was minimized and when the tag was applied with speed and precision. Capturing the fish held in a bait tank required skill on the part of the person dipping. A sudden movement of the dip net would panic the fish and would frequently result in individuals injuring themselves by dashing against the sides of the tank. When the tank was large enough, it was found best to confine a few fish at a time in a flag net which could be operated without frightening the impounded fish. Fish held in the flag net were usually quiet and could be caught with ease in the dip net. (*Continued next issue*)

STOCKMAN

(*Continued from Page 13*)

eyes and walks like an Indian. He drives a Willys automobile, likes plain food, fishing, hunting and golf, is a Democrat and Methodist, reads reams of stuff dealing with psychology and history, is a rabid movie fan, likes to entertain friends at his home, and has one commercial ambition: To own a tuna clipper.

"That," he says emphatically, "would be something!"

EBB'N FLOW

(*Continued from Page 7*)

retary, had agreed that the dockside price would be guaranteed for a year. But there was an option. Either the canners or fishermen could reopen negotiations by December 31, if there was a marked change in the market.

BREAKING THE ICE

In the Bucket:

The jig boat, *Sea Fisher*, came in first this season. Operating off Todos Santos Bay, Baja, California, the craft landed 24 albacore, the first in 1949. James Lytle, skipper of the vessel, said he would fish off Ensenada, Mexico, until he had given up hope of getting a full load. The catch, of course, started the ball rolling; 50 boats of the newly-formed San Diego Commercial Fishing Boat Owners, Incorporated, which has its headquarters at the foot of Fenelon Street, Point Loma, California, streamed out to sea.

TUNA COMMISSION

The U. S.-Costa Rican Convention:

A Convention between the United States and Costa Rica for the establishment of an Inter-American Tropical Tuna Commission was signed in Washington. The action came as a result of a conference between representatives of the two countries held in the nation's capitol. Signing on behalf of the United States were Acting Secretary of State James E. Webb, and W. M. Chapman, Special Assistant for Fisheries to the Under Secretary of State. His Excellency Senor Don Mario A. Esquivel, Ambassador of Costa Rica, and Senor Don Jorge Hazera, Counselor of the Costa Rican Embassy, signed on behalf of Costa Rica.

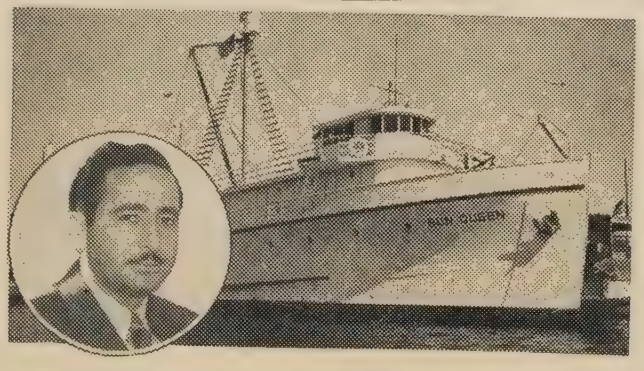
The Convention provided for a joint commission empowered to undertake the scientific investigation of yellowfin and skipjack tuna and of anchovetta and other bait fishes in the eastern Pacific Ocean, in the fisheries maintained by the nationals of the two countries. Other kinds of fish taken by tuna fishing vessels may also be studied by the Commission. Much required to be known about yellowfin and skipjack tuna and the other species concerned, before the need for conservation measures may be determined, the signers agreed.

The Convention differed in a number of respects from the United States-Mexican tuna agreement signed last January in Mexico City. It covered particularly the tuna fisheries in the tropical waters of the eastern Pacific Ocean. In addition, unlike all of the fisheries

(*Continued on Page 26*)

Appointed

Charles A. Glass, new President of Ocean Fisheries, Incorporated, and Vice-President of San Diego Packing Company. (See editorial on page 4)



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MILADY

(*Continued from page 19*)

Office Manager of Miller-Gresham, and head of the Pilots Information Committee; Mrs. Lillian Garrett, Personnel Director of Westgate Sea Products Company, San Diego, and Mary Lou Oscar, owner of Colonial Florists, and a member of the Project Committee. Mary Lou did the decorating of the lovely float which the Pilots entered in the El Cajon, California, lighting parade on June 11th. Its theme was "Safety in Vacation Time." The Pilots Club is one of the largest of its kind in San Diego, with 37 members, and was sponsored by the Long Beach, California Pilots. Mrs. Dunjill, who was mentioned farther up in this column, is in Chicago, attending the Pilots Club International convention, and the San Diego chapter expects to get plenty of dope on plans for the coming year, when she returns.

TERMINAL TIDINGS

(*Continued from Page 20*)

year, it is reported. The zone is expected to become self supporting by the eighth year. "A free trade zone is not so much a money making facility for a harbor as it is an aid to increase commerce in a port," Sampson says. "Duties," he points out, "are paid only on the weight and quality at the time goods cross the customs boundary.

While all studies and figures incorporated in the Los Angeles Harbor Department brief are conservative, members of the commission point to the early records of other ports in holding forth the hope that the Los Angeles zone will experience the same phenomenal growth. Approximately 100,000 tons of cargo can be handled in the space reserved for the zone the first year. The area assigned to the zone is so laid out as to lend itself to ready expansion as business develops.

San Diego Observer

(*Continued from page 17*)

ing oil like a dynamited tank car. Soon, he said, the whale was creaking like a rusty pump, but it never paused or faltered, and, about sundown, he came within sight of a United States destroyer. The whale, seeing the destroyer, gave a great sigh, and sank slowly beneath the ocean waves, pulling the "canoe" with it. The destroyer's crew, he said, questioned him at length when he had been pulled aboard. But they did not believe his story. "That's because," he told me, "the average American has no imagination."

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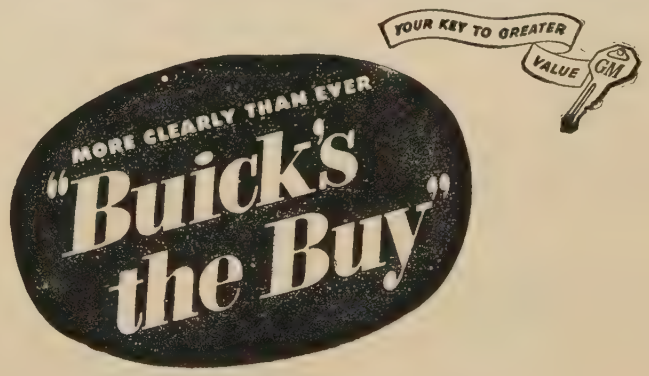

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EBB'N FLOW

(*Continued from Page 24*)

concerned in the United States-Mexican agreement, the fisheries included, in the present Convention, problems of interest to a number of countries besides the signatories. Accordingly, the Convention provided a new departure by making possible the adherence of other governments whose nationals operate in the fisheries involved. It was hoped that these other governments will join the United States and Costa Rica in the cooperative program for maintaining the populations of the fishes concerned at a level which will permit maximum sustained catches year after year, the signers further agreed.

NATIONAL EATING HABITS

Per Capita Consumption:

The American consumer, during 1948, ate three quarters of a pound more fish and shellfish than he did in 1947, Harald Synnestvedt, the recently-elected President of the National Fisheries Institute, reported. During 1948, consumption of fish and shellfish was 11.5 pounds edible weight per capita as compared with 10.8 pounds in 1947. The sharp increase in 1948, coupled with the fact that figures for the first part of 1949 show a continuing increase, was taken by the fisheries industry as an indication that the rise was permanent. Government figures showed that, to take care of the increased consumption in 1948, production of the domestic catch increased 200,000,000 pounds, imports increased 65,000,000 pounds, and exports of fishery products decreased by 109,000,000. After converting these figures to an edible weight basis, and with an allowance of increased inventory stocks of over 100,000,000 pounds as of January 1, 1949, the increase was computed at three-quarters of a pound.

The Institute President said the increase was largely due to greater availability and consumer acceptance of frozen products in Middle Western cities. Another contributing factor was the availability of increased stocks of canned fish.

For the Better:

At the same time, Larry Alphen, chairman of the Institute's advertising committee, pointed out that "this increase in fish consumption during the past year is a significant indication that America's eating habits are changing for the better. Fish and shellfish provide high nutritional value," Alphen said, "particularly in animal proteins, and add remarkable variety to the diet because of the numerous and tempting ways in which they can be prepared and served. The ever-increasing availability of fishery products in all parts of the country, assisted by sound advertising and widespread education in ways to cook fish, have been appreciated by the American housewife and her family. It is also encouraging to note that fish sales for the first three months of this year are 10,000,000 pounds ahead of 1948, showing a continued upward trend in consumer acceptance."

APPOINTMENTS

New Executive:

In order to devote full time to his widespread interests in the fish canning and marketing business, Charles A. Glass, vice president and western sales manager for Monarch Finer Foods, last month announced his resignation to assume the Presidency of the Ocean Fisheries, Incorporated, and the Vice Presidency of the San Diego Packing Co. Earlier it was announced that Glass also had taken the position of Vice President and Director of E. M. Darrimon & Co., sales agents for several canning plants. The sudden death of E. M. Darrimon

(*Continued on Page 28*)

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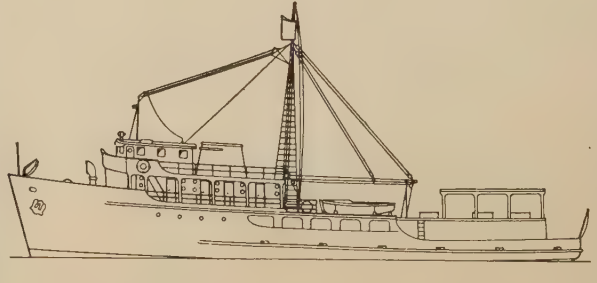

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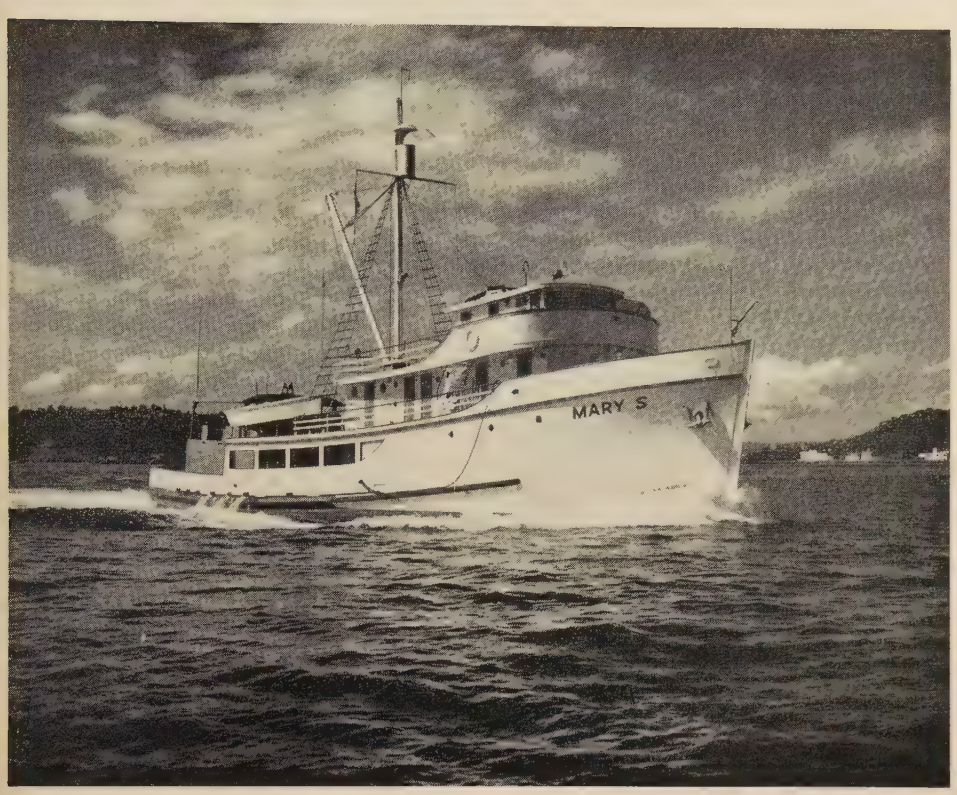

A Martinac Shipbuilding Company vessel, the *Mary S*, (upper) is barely off the way. The ship is 109 x 26 feet; a 200-tonner, with 615 HP main engine and two auxiliary Superiors. All machinery furnished by Drake and Bullen of San Diego, California. To be skippered by the veteran fisherman, Captain Manuel Sousa, former skipper of the *Courageous*, whose present Captain is Sousa's son-in-law, Manuel Luz.

The *Mermaid* sailed into San Diego late in June. Of the same basic design as the *Viking* and *Coronado*, she is 107 x 26, carries 200 tons, has same machinery as the *Mary S*, furnished by Drake and Bullen. A Peterson Shipbuilding Company boat, she will be skippered by Frank Correia. Correia's brother-in-law, O. W. Martin, is navigator.

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EBB'N FLOW

(*Continued from page 26*)

last month made it necessary for Glass to devote full time to the various fish enterprises in which he had been interested for several years.

PARTY SPLIT

McKinnon vs. Spence:

San Diego's Democratic little firebrand, Rep. Clinton D. McKinnon, figured that what was fair for one was fair for another, and he backed up his contention by even siding with the Republicans. The altercation occurred June 20, and McKinnon's split with the Democrats stemmed from an issue with the House Banking Committee over import controls. It was the first time the Congressman had pulled away from his party since the November elections, and the clash was with Chairman Brent Spence (D-Ky), over the tin allocation bill. Spence and his group wanted an amendment to the bill, extending presidential controls over fats and oils imports. McKinnon, who claimed that the amendment would amount to "going back" on United States Reciprocal Trade policy, sided with Republicans Rep. Frederick Smith of Ohio, and others; said the extension of the bill would give Truman powers which he already had,

(Continued on Page 31)

Idle Vessels

A typical San Diego, California, waterfront scene, showing several of more than 170 tunaboats which were tied up in price squabble between canners and fishermen during better part of two months. These vessels were among first to leave, when the dispute finally was settled.

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40' Fantail Diesel, built 1947, 9 ton ice hold, 500 gallon fuel cap. $12,500. Write Box PA-116, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

30' Monterey Fishing Boat. 80 h.p. motor. Complete jig gear. Excellent condition. $4,250.00. Write Box PA-117, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

40' Fantail. Diesel engine, 9T ice hold, built 1947. $12,500.00. Write Box PA-118, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

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OFFICE HARBOR 193

—FANCY CANNED FOODS—

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EBB'N FLOW

(*Continued from page 28*)

but didn't need; characterized the free movement of goods as "one of the foundations of world peace," and then heaved in a monkey wrench which the commercial fishing industry hoped would take effect. He would, he said, offer an amendment to control imports of tuna to the United States—if Spence persisted in throwing the amendment to a vote.

Congressional Impartiality:

When, of course, McKinnon threatened to put on the heat via the tuna route, Spence abandoned his amendment to extend import controls on oils and fats. But a committee employe said extension of Truman's powers over import controls would be taken up in a separate bill. This announcement, however, had little effect on McKinnon. If, he retorted, that happened, he would submit his amendment at the same time. "It isn't fair," he said, "for Congress to protect some industries from foreign competition and not others. If there are to be certain exceptions to United States free trade policy, I want to protect the fishing industry in San Diego." McKinnon's furore, coupled with the months of petition exerted by commercial fishing leaders to do something about fish imports, had one advantage, at any rate. A House resolution, telling off the Commerce and State Departments and the Tariff Commission to advise Congress of the impact of fisheries imports on American markets, was passed unanimously. A report by the State Department earlier had been issued; it opposed a quota system sought by Southern California fishing leaders. Chairman Clark Thompson, (D-Tex), of the House Merchant Marine-Fisheries Subcommittee, had the report in his hands; he would withhold action the report until the Commerce and Tariff Commission reports reach the House. Deadline would be September 15. The action brought some hope to the fishing industry. But its leaders, already smarting under one rebuff, decided to play it cagy.

The Time and the Place:

Southern California's industry leaders would meet sometime in the future to decide when it would be most effective to carry to the U. S. Tariff Commission a fight to spike foreign competition. So wrote Harold Cary, manager of American Tunaboat Association, to McKinnon. Industry's next move, Cary said, would be to decide "the best time possible for filing with the commission a claim of damage, or extreme threat of damage." Filing of claims that Southern California's industry was crippled by imports, or was threatened with injury "will destroy confidence in the industry's judgment and give us the appearance of crying wolf," Cary wrote. On the other hand, he advised McKinnon, a tardy claim might cause distress beyond a reasonable degree. Then the McKinnon-Cary proceedings interested John R. Steelman, one of Truman's assistants.

Via the Escape Clause:

Steelman came out flatly. Certainly, he advised, Southern California's fishing industry should apply to the Tariff Commission for a thorough review of the economic influence of tuna imports, and the possibility of setting up import quotas. His opinion was his answer to McKinnon, after the latter's protest to Truman over the foreign imports several months ago. Steelman, who had been assigned by Truman to study the import questions, added, in a letter to McKinnon, that only the Tariff Commission could okay the red tape neces-

(*Continued on next page*)

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EBB'N FLOW

(*Continued from page 31*)

sary to withdraw previous concessions to a United States-Mexican fishing treaty; a move that would make way for the establishment of import quotas. "If the industry can present evidence that serious injury to its economy is being caused by the imports, then application should be filed with the Tariff Commission to provide a thorough review of the whole situation."

The Method:

The tuna industry, Steelman said, and its problems, deserve "careful consideration," and a Tariff Commission review via the so-called "escape clause" in the United States-Mexican fishing treaty was a good bet. But he had a warning to offer: "It is the policy of this government to work toward the removal of quantitative limits and other restrictions to free international trade."

McKinnon couldn't get Steelman's letter into the hands of Southern California's industry leaders fast enough.

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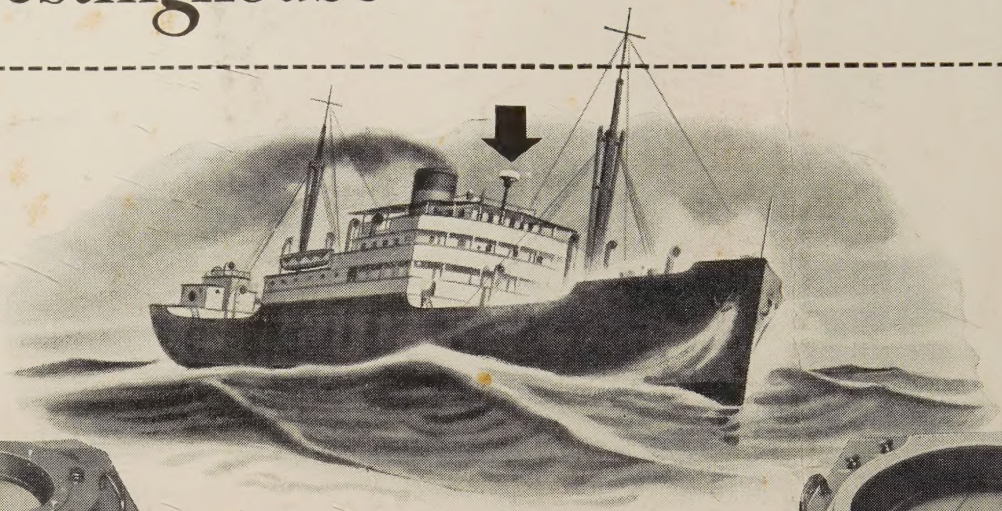

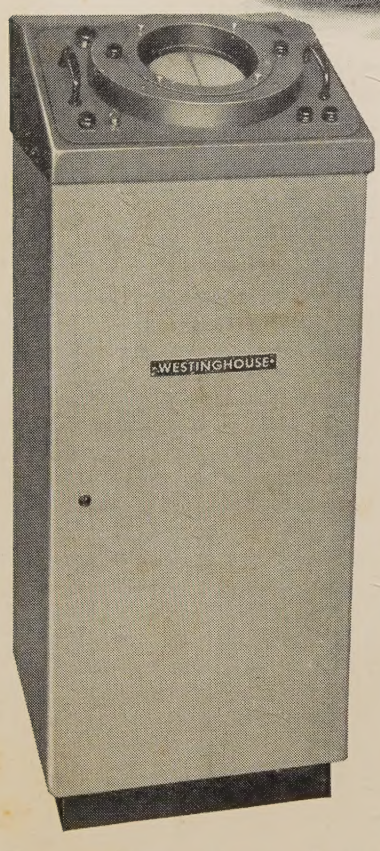

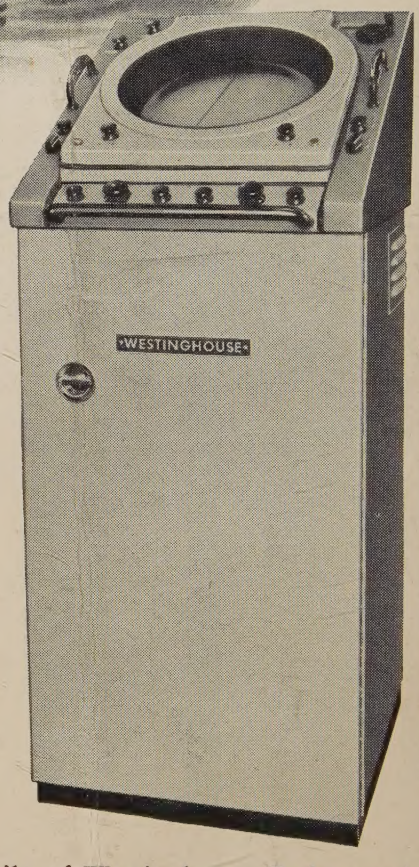

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